MOTORCYCLES & MUSIC: LEESBURG BIKEFEST

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508 • October 2015

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TakingItEasy

Hard To Swallow
Silicon Valley code writers and software engineers work long hours, apparently with little time for food as we know it. "Eating is time wasted" says one inventor and, according to another bigwig, "Normal meals are a marketing façade." The New York Times reported that techies are eagerly scarfing down generic (but nutrient-laden) liquids like Schmilk and People Chow, largely for ease of preparation, to speed their return to work. The Times food editor described one product as "oat flour" washed down with "the worst glass of milk ever."

Men Are Just Happier People
If Sheila, Candy, and Sarah go out for lunch, they will call each other Sheila, Candy, and Sarah. If Mike, Dave, and John go out, they will affectionately refer to each other as Fat Boy, Bubba, and Wildman.

A man will pay $2 for a $1 item he needs. A woman will pay $1 for a $2 item she doesn't need but is on sale.

Men wake up as good-looking as they went to bed. Women somehow deteriorate during the night.

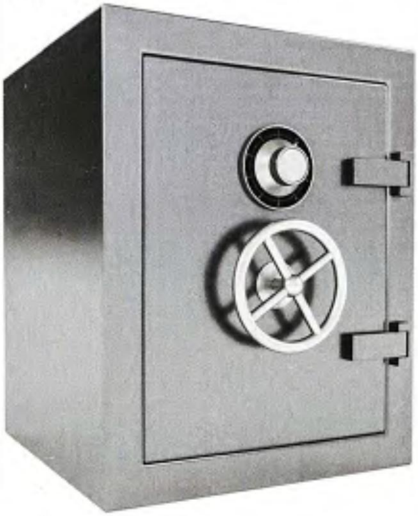
A woman knows all about her children. She knows about dentist appointments and romances, best friends, favorite foods, secret fears, and hopes and dreams. A man is vaguely aware of some short people living in the house.

You Think Yours Is Small?
The cost of an apartment in Hong Kong is unbelievably expensive. Apartment buyers are paying up to $500,000 (U.S.) for units not much bigger than a parking space in the United States. An agent told The Wall Street Journal that standard furniture does not fit the units and having guests over requires sitting on a windowsill. A typical "mosquito" apartment in Hong Kong is 180 square feet. A government lottery for subsidized units rewards barely one of every 199 applicants.

Who's On First?
Some jihadists who traveled to Syria to join ISIS have complained recently that they cannot secure work as martyrs due to discrimination by incumbent fighters. One pro-ISIS cleric said that they are so fed up with the long waiting lines in Syria that they headed to Iraq, where the lists are shorter.

Apparently, Saudis controlling suicide rosters in the Syrian theater won't let anyone in. Their relatives go to the front of the line using their connections.

Check The Contents First
Three pals decided to steal a 200-lb. floor safe. After struggling to load the safe into a car's trunk (accidentally shattering the back window), they drove to one of the guy's apartment. However, police were called when neighbors saw the safe being dragged across a parking lot in the middle of the night. (During the trip, it fell onto one perp's foot.) Police, following gouge marks, visited the apartment and spotted the safe, as yet unopened, in the middle of the kitchen. The police opened it. It was empty.



Bright Critters?
A parrot (apparently missing his owners while they were away) managed to pick two locks on its cage and fly away. The second lock had been installed as insurance after an earlier lock-picking escape.

A missing African gray parrot was returned to its owner after a hiatus during which the parrot had learned to speak Spanish.

A 5-foot-long black rat snake was saved by surgery after it failed to distinguish between chicken eggs in a coop (tasty) and a nearby ceramic egg (life-threatening organ failure).

Some Food Tidbits
A typical American eats 28 pigs in their lifetime.

Americans spend approximatly $25 billion each year on beer.

An etiquette writer of the 1840s advised, "Ladies may wipe their lips on the tablecloth, but not blow their noses on it."

McDonald's and Burger King sugarcoat their fries so they will turn golden brown.

The ONLY cure for a hangover is to drink alcohol. The most effective is champagne because it gets into the blood stream fastest. Only one drink is needed to do the trick.

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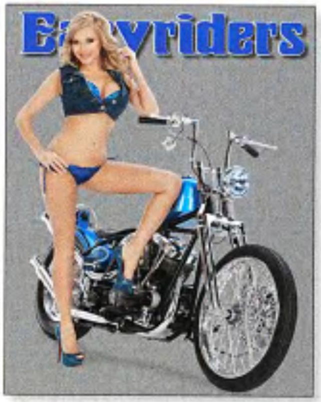

ON THE COVER:
Freddie Arnold's 1966 Harley-Davidson FLH and Amy Moore shot by Don Rogers. Cover imaging by Smash Studio.

We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**. Next month's issue goes on sale October 6, 2015.

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Yard Sale Pan

Gregg Underwood's 1949 Chopper

One morning while Gregg Underwood was driving his wife around to local garage sales, he turned the corner and sitting there in a front yard with a "for sale" sign was a bright red chopper—a panhead at that.

Kick it twice and it starts, then will idle all day, just purring.

Gregg's pretty handy at restoring performance hot rod parts and had also wrenched together several bikes over the years, so he knew he was looking at a jewel in the rough. Turns out the seller had owned the 1949 FL since 1979, but had parked it in 1994 after the helmet law went into effect, refusing to ride at that point. Now nearly 80 years old, he was ready to part with his pride and joy after talking with Gregg and knowing it was going to a good home.

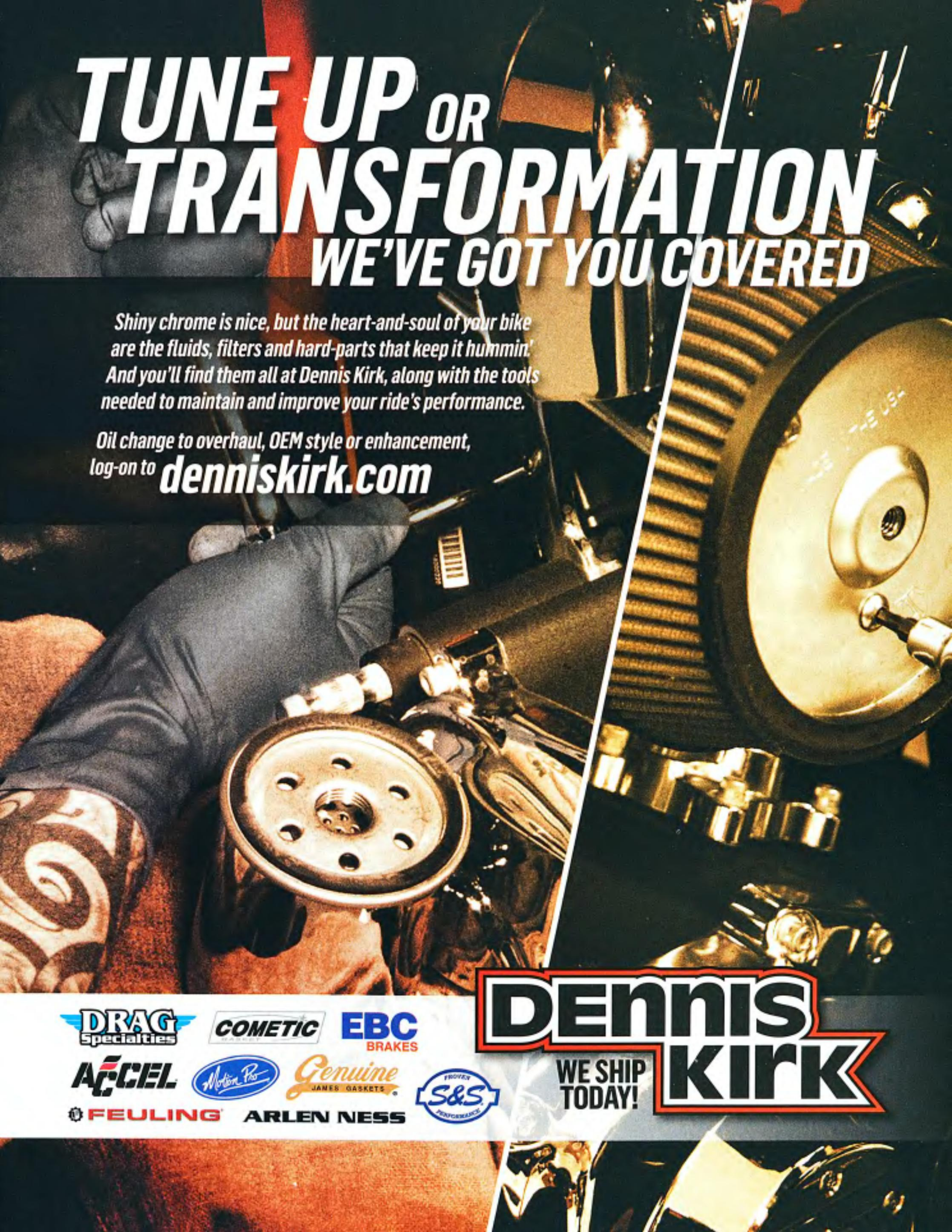
"As far as the rebuild I envisioned," Gregg tells us, "I wanted it narrow and long but not too far out that it wasn't comfortable to ride." The bike came with Wide Glide tube forks, but then at a car swap meet Gregg discovered an original Harman girder, offering just the vintage, nostalgic look he wanted. He was able to take it over to Bill Holland, who still makes the frames, and Bill very kindly dialed it in so it tracks straight as an arrow.

Asked the state of the motor, Gregg replies, "I cleaned up the carb, added some oil, and it fired right up. But I did hear some loud rattling. And I had noticed the seller wore a hearing aid." Turns out the motor had been rebuilt with the wrong base gaskets, ones without the necessary oiling holes, so it wasn't getting lubrication to the top end. It had been ridden around like that for thousands of miles, but kept going. As a result, Gregg bolted on brand new barrels and rebuilt the top end. Another major upgrade came with a carb switch. Gregg tossed the worn out Bendix for a CV carb off an Evo motor. "It's amazing, a night and day difference," Gregg says. "Kick it twice and it starts, then will idle all day, just purring."

Gregg also replaced the Fat Bobs with a Sporty tank and added the fishtail exhaust, the owner having given him the pipes along with ten boxes of parts. As for the paint, Gregg says, "When I drew up the design, I wanted the crazy green paint with the giant prismatic rainbow flakes that sparkle like diamonds in the sun, plus the gold leaf artwork."

Just for the fun of it, Gregg took the bike to the Easyriders Sacramento Bike Show and was rewarded with second best in the Vintage Chopper class. Summing it up, Greg says, "I go through a lot of vehicles, but this is a keeper. You won't see it at a yard sale any time soon."

—Paul Garson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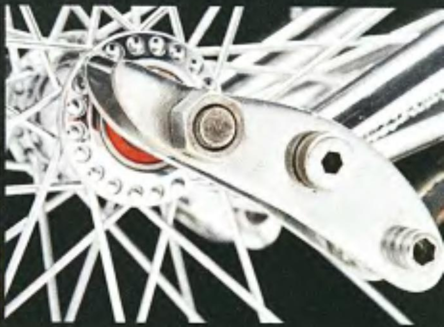

The former owner parked it in 1994 after the helmet law went into effect, refusing to ride at that point.

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We were riders long before we became attorneys. We understand what you're going through and are recognized experts in the field of motorcycle law. At Russ Brown Motorcycle Attorneys, our experience on two wheels is a passion that works to your benefit.

WE CARE

Russ was inducted into the Sturgis Motorcycle Hall of Fame, the only attorney ever to receive this honor. His commitment to the motorcycle community resulted in "BAM" (Breakdown Assistance for Motorcyclists), a FREE nationwide volunteer program of over 2,000,000 riders helping riders everywhere in the U.S. We go the extra mile for our clients and our friends. Our business model is built on relationships and trust.

WE WIN

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"I recommend Russ Brown Motorcycle Attorneys highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome. When the unthinkable happens, it's good to have them on your side. I wouldn't consider anyone else, neither should you."

-Thank you,
Rick Rademacher

Call us at 1-800-4-BIKERS or visit our website at RussBrown.com today.

Owner: Gregg Underwood
City: Rio Linda, California

GENERAL

Designer: Gregg Underwood
Year/make: 1949 Harley-Davidson
Model: panhead FL
Fabrication: owner
Assembly: owner
Time: enough
Chroming: old school

ENGINE

Year/make: 1949 Harley-Davidson
Model: panhead
Rebuilder: owner
Displacement: 74 cu. in.
Cam: Sifton
Ignition: stock points
Pistons: Harley-Davidson
Lower end: Harley-Davidson
Heads: Harley-Davidson
Lifters: solids
Carb(s): Keihin CV
Air cleaner: old STF
Pipes: Paughco

TRANSMISSION

Year/make: 1949 Harley-Davidson
Shifting: 4-speed foot

PAINT

Painter: Lefty
Type/color: House of Kolor/green rainbow gold leaf
Special Paint: gold leaf

FRAME

Year: early 1970s
Builder: Santee
Type: hardtail
Rake: just right

ACCESSORIES

Bars: Harman
Handlebar controls: Harley-Davidson
Fenders: metal
Headlight: K.D.
Taillight: homemade
Electrics: owner
Gas tank: Sportster
Oil tank: Paughco
Oil system: Harley-Davidson
Seat: custom
Pegs: Harley-Davidson

FORKS

Type: vintage girder
Extension: 14 inches over
Builder: Harman

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: spool
Tires: Avon front, Shenko rear
Brake: drum rear

Photos: Michael Lichter

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WACO MASSACRE UPDATE

Dallas attorney Clint Broden, who has done most of the heavy lifting so far in the Waco shootout case, defending his client Matthew Clendennen, has asked for a subpoena for the video from the Twin Peaks restaurant. The lawyer for the franchise, Patrick Keating has indicated that he is willing to provide the video, however the City of Waco is now moving to quash the subpoena, claiming that the defendant is trying to circumvent discovery rules by requesting materials from a "non-party" to the investigation, stating, "release of the information would interfere with the investigation."

Broden counters that the video is evidence necessary to his client's defense, proving that he did not participate in any violence. Further he states, "It is ironic that the City of Waco complains about Mr. Clendennen seeking discovery from a "third party," yet it believes it is perfectly fine for a non-party to file a motion to quash a subpoena in this case."

The quash from the city states in part that the only evidence that the defendant is legally entitled to has to come from the state itself, ironically the very people who are trying to convict him.

Broden told the District Court Judge Matt Johnson that it 'boggles my mind' that police and prosecutors can describe what is on the video but his client could not get a copy to help prepare his defense. On May 6, the judge finally relented, allowing the defense to view the video, but barred it from public release. The judge issued a sweeping gag order on Broden and his team, barring them from further discussion of the case with the media.

Broden has subsequently challenged the gag order, arguing that since no one, including his client, has actually been indicted, the district court does not have jurisdiction and cannot issue such an order.

Then we come to the question of the grand jury. The court may have violated state law by extending the old grand jury rather than seating a new one, as mandated under a newly passed state law enacted to insure a more mixed panel. The old system allowed appointed commissioners to choose jurors, a process informally known as "pick-a-pal." Under the new state law jurors are to be randomly selected from a pool of voters. The old system has been criticized for the potential for jury tampering.

LATE BREAKING! As of July 12, Waco County has decided to seat a new Grand Jury, in accordance with the new state law. In a cynical twist, they have sworn in a Waco police detective, James Head, as its foreman. Judge Stother, in a telephone interview conducted by television station WFAA News 8 stated, "We took the first 12 people who were qualified," Strother said. "They weren't handpicked. It was a completely random process. And a Waco police officer was among those, and so he was seated, just like any other citizen." Lawyers for the defendants in the case are not so sure. Even if Head decides to recuse himself as jury foreman, they fear he will still have influence over other members of the jury by his mere presence. Bob Gill, a Fort Worth attorney representing two of the bikers said, "This detective is going to know and be familiar with a lot of the people involved in the cases and the facts of a lot those cases. There's an inherent conflict with anything that comes in front of that grand jury, at this point."

Meanwhile, bail bondsmen and ankle monitoring companies are cleaning up. As of this writing, 171 of the 177 bikers arrested have managed to bail out of jail. Of that number three have managed to post the $1 million bonds, and the remaining have negotiated reduced bonds of $10,000-$300,000 and bailed out. Normally the bail amounts to 10 percent of the bond.

Most of those who have been released have been ordered to wear ankle monitors supplied by Recovery Healthcare as a condition of their release. They must pay for the privilege, $100 for the installation, and $255 per month for monitoring.

The financial hardship on the accused continues to mount as the cogs of injustice turn. Many have lost their jobs due to missing work. Add legal fees to the mix and imagine the horrible toll on their families. The police have also filed notices of intent to seize and forfeit for 17 motorcycles, eight pickup trucks and two SUVs, claiming that the vehicles are contraband used in the commission of a crime. KaChing!

The Waco PD has released a statement that only three of the officers involved fired their weapons, for a total of 12 shots. This conflicts with witness statements that claim that two to three handgun shots were heard, followed by a barrage of suppressed semi auto rifle fire. The Waco SWAT Officers carried .223 caliber rifles deployed with sound suppressors. Police in Waco still have yet to state how many of the bikers killed and wounded were shot by police.

Autopsy results from the deceased have still not been released, which should identify what types and calibers were involved. Weapons seized in addition to 151 firearms, which were likely legally-carried due to Texas's liberal concealed carry laws, are said to include knives, brass knuckles, bats, a machete, tomahawks and a chain. *Editor: Tomahawks, really?*

Easyriders continues to monitor this situation.

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TRAFFIC JAM

A YouTube video shows police in the Empire State deliberately shutting down an entire highway, and then laying in wait for bikers filtering up through the mess, in order to issue tickets for lane-splitting. Judge for yourself, check out the video at https://youtu.be/Xh0lFQ_rQYM. Is there any question that so many tickets issued are solely for the purpose of revenue extraction and oppression?

HANDLEBAR LIMITS LIFTED

Effective July 3, 2015, the Arizona law governing handlebar height limits has been repealed. The laws were initially enacted at the behest of law enforcement in the late 50s and early 60s, who used the laws as a pretext to gain "reasonable cause" for traffic stops. According a press release from ABATE of Arizona, the state of Connecticut commissioned a study into the origins of these laws in 2006 and it was inconclusive as to the effectiveness of these laws and their true origin. HB 2345 repeals the requirement that handlebars be positioned below the operator's shoulder height, and also the requirement for "handrails" for the passenger.

Source: ABATE of Arizon

GAY RIGHTS, CONCEALED CARRY AND UNINTENDED CONSEQUENCES

Editor: Some legal eagles are trying to draw an analogy between the Supreme Court's recent ruling that the right to marriage is a fundamental liberty, and thinking forward about how that ruling might be applied to other rights, from concealed carry gun laws to helmet laws. What's the connection? From here I leave it to one of the Bikers Of Lesser Tolerance (BOLT) legal experts, Ray Henke, to explain:

"The court in the gay marriage case found that the right to marriage was a fundamental liberty, a fundamental right, and applying the due process clause [that no state shall "deprive any person of ... liberty..] and equal protection clause of the 14th Amendment, held that state laws that would impair the exercise of this fundamental right based upon the lovers' identity of biological attributes violated these two 14th Amendment guarantees.

"So, how could this decision be used to justify an argument that the same should be applied to require all states nationally to respect the concealed carry permits issued in any other state?

"I guess that the argument might be that our 2nd Amendment rights are as "fundamental" as they get. From that you would have to get to the pitch that concealed carry licenses specifically are fundamental rights, I think.

"The 'analogy' would have to be that concealed carry permits are like marriage licenses, given that each involve fundamental rights worthy of protection by the due process and equal protection clauses; and that all states must respect the validity of concealed carry permits just as the Supreme Court ordered the states to respect marriages performed pursuant to the laws of [the] other states. That's my best guess.

"I like most the idea that we could convince the Supreme Court that riding with our hair in the wind is a fundamental right, although that might run afoul of some of our strict constructionists; but certainly the due process clause clearly provides us the right to be free from vague laws, and in my humble opinion that continues to be our best approach." *—Ray Henke*

QUOTE OF THE MONTH

"Can any of you seriously say the Bill of Rights could get through Congress today? It wouldn't even get out of committee."
—F. Lee Bailey

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SPARE PARTS *Special*

A DAVE PEREWITZ SHOVEL CHOP

"About three or four years ago," Dave Perewitz says, "I picked up a real mess of an 1983 Harley, an FLT that had definitely seen better days." But parts are parts, and being a regular packrat of Harley-Davidson hardware Dave knew he'd find good use for some of this bike's parts somewhere, somehow. Just as Dave and the guys at Cycle Fab were pulling the engine and trans out of this derelict FL, another builder, Kendall Johnson, called looking for an early chassis he needed. So saving that '83's engine and transmission the rest of the bike went south to Kendall and was presumably put to good use. And that's where things stayed for a while.

Dave Perewitz, the consummate parts collector, put some spares to good use here.

A simple little hot-rod, there's still plenty of tricky Cycle Fab touches throughout.

But Dave, the consummate parts collector, had plenty more around the shop he could easily add to that saved shovelhead engine and its transmission to make a motorcycle. So poking around in the stockroom stash, he came up with another frame to replace the one sold off, a 1970 that had been hardtailed and stretched 3 inches in the back. A little more digging unearthed some hubs, rims, and spokes that Custom Wheels laced up.

In short order, Dave had himself a roller again—a better-looking one. "I was planning on keeping this bike for myself," he says, "at least for a while." Before the engine and trans went into its new home, both got a complete going-through with plenty of additions from R&R Cycle, Mikuni and Daytona Twin-Tec. Slated as a personal build, the whole project became a kind of an after-hours/now-and-then thing, with most part being stuff already in the shop, leftovers from past projects or new bit that had been bought and never used. There was no rush on any of this, and the bike was assembled over a two-year period. "But when we had it about 80-percent done," Dave says, "a longtime customer and good friend, Tony LoConte, fell in love with the little thing and offered to take over ownership." So much for that personal build.

Basically just a simple little hot-rod Harley put together with hardware on hand, there's still plenty of tricky little touches throughout. There's that headlight nacelle, for one, and the exhaust, Jet Hot coated in "rusty red" for another. The tank is a Cole Foster piece, one more of those shop leftovers modified just a little to better fit this frame. "It came with a ridge down the center," Dave says, "so we followed that detail down the center of the rear fender."

Dave's daughter, Jody, came up with the paint scheme, and check out all those "floating Ps" in the tank sides, "P" of course for Perewitz. Like Dave says, all this happened at a leisurely pace. "But when it came close to the end, when we could see a finish in sight, we did hit it pretty hard." That is when Tony stepped in for the personal little bike Dave wanted. *—Joe Kress*

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MOTOR HARLEY-DAVIDSON CYCLES
UNITED BY INDEPENDENTS

Owner: Tony LoConte
City: Bradford, Massachusetts

GENERAL

Designer: Dave Perewitz Cycle Fab
Fabrication: Perewitz Crew
Year/make: 1983 Harley-Davidson
Model: shovel chopper
Assembly: Jay Souza and The Cycle Fab Crew
Time: 2 years

ENGINE

Year: 1983 Harley-Davidson
Rebuilder: Dave Perewitz, Jay Souza
Displacement: 80 cu. in.
Ignition: Daytona Twin Tec
Cam: R&R Cycle
Carb: Mikuni
Air cleaner: Jay Souza
Pipes: Dave Perewitz, Hot Rod John

TRANSMISSION

Year/make: 1972 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Dave Perewitz, Jay Crone
Type/color: PPG Vibrance/Candy Red, silver

FRAME

Year/make: 1970 Harley-Davidson, modified
Type: hardtail
Rake: stock
Stretch: 3 inches to rear
Shocks: none

ACCESSORIES

Bars: Dave Perewitz
Handlebar controls: Beringer
Fenders: Russ Wernimont Design, modified
Headlight: Dave Perewitz, Hot Rod John
Taillight: Dave Perewitz, Hot Rod John
Pegs: Dave Perewitz/Jay Souza
Foot controls: Dave Perewitz, Jay Souza
Gas tank: Cole Foster, modified
Oil tank: Dave Perewitz
Seat: Duane Ballard
Mirrors: Joker Machine
Grips: Performance Machine

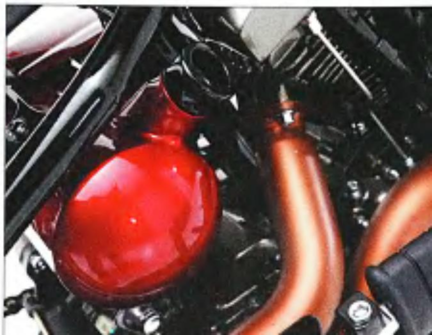
FRONT END

Type: Harley-Davidson 39mm narrow glide, 2 inches under
Builder: Harley-Davidson, Cycle Fab

WHEELS

Make: Harley-Davidson hubs and rims, assembled by Custom Wheels
Size: 21-inch front. 18-inch rear
Tires: Avon
Brakes: Harley-Davidson, 4-piston

Photos: Dino Petrocelli
Contact: Dave Perewitz Cycle Fab
508-697-3595
perewitz.com



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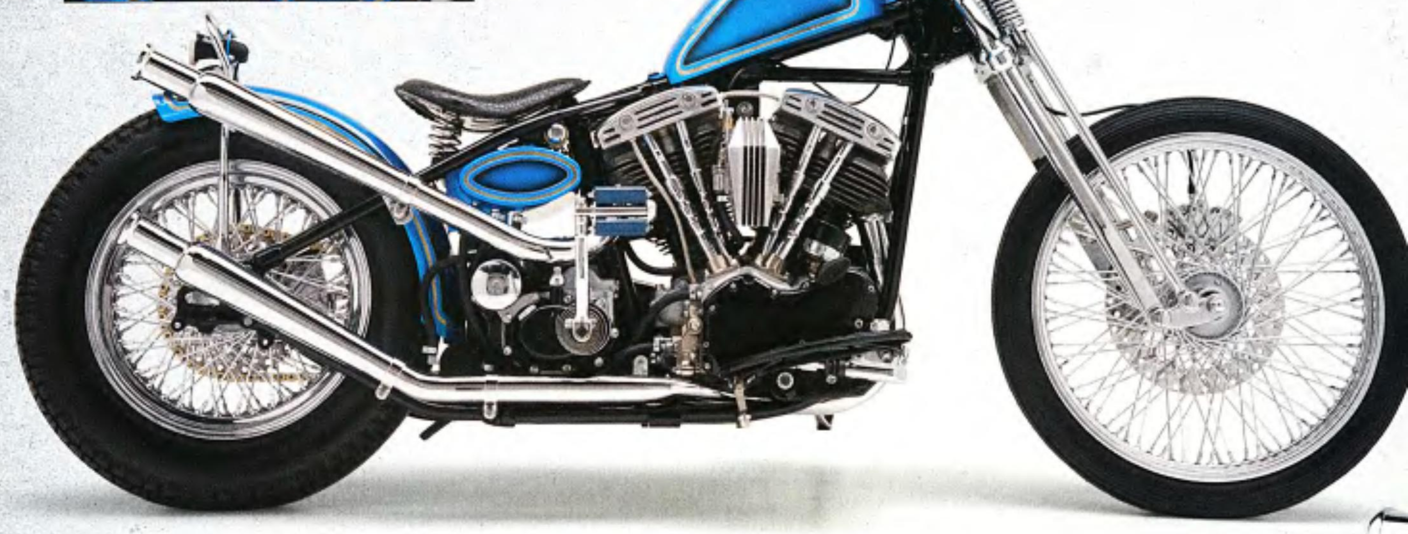
FREDDIE ARNOLD'S SHOW-WINNIN' SHOVEL

Hickory Flat, Georgia, has a hot rod shop you need to know about. Freddie Arnold lives, breathes, and rides custom machines that recall a simpler and perhaps better time. Freddie's bikes have won awards and been featured in magazines worldwide, and he has served as master judge for many of the major custom shows in North America.

Winner of the coveted John Green award at our Easyriders Charlotte Bike Show.



Hickory Flat Hot Rods is the name of Freddie's shop, and bikes and bobbers, like this blue beauty are what still fuels his passion for riding. Freddie uses only the best parts and workmanship from trusted friends like Hank Young. He got hold of some cast axle plates and made a template from his 1953 frame, and Hank's fab work got the look and geometry as period correct as possible. Bouncing a few ideas around together makes these two warriors of two wheels a potent team.

Freddie's advice to anyone who wants to try a hand at an old-school project like this is to, "Bring it over to me at Hickory Flat Hot Rods before you make a fatal and costly mistake!" He tells everyone how his generator shovelhead looks, runs, and sounds like nothing else. Nice touches like the coffin air cleaner, tiny Lucas-type taillight, and sanitary wiring help to prove his claim.

The immaculate paint from Blue Moon Customs and hand-laid gold leaf from Calico Pinstriping has won awards. Speaking of, Freddie tells us that the one thing about this bike that makes him the proudest is that it won the coveted John Green award at our Easyriders Charlotte Bike Show.

Freddie remembers our late Bike Show producer like this, "John was always so busy at the Easyriders bike shows and rodeos, but he always had time for a hand shake and to say 'hi.' He had a smile that made you feel he was genuinely glad to see you."

Equally glad was this month's Fox Hunt winner, Amy Moore, who was proud to win the Fox Hunt and to be seen on Freddie's pristine putt.

—Cheese

The immaculate paint from Blue Moon Customs and hand-laid gold leaf from Calico Pinstriping has won awards.

Owner: Freddie Arnold
City: Hickory Flat, Georgia

GENERAL

Fabrication: Hank Young
Year/make: 1966 Harley-Davidson
Model: FLH
Assembly: Freddie Arnold
Time: 8 months
Chroming: Dallas Plating

ENGINE

Year/make: 1966 Harley-Davidson FLH
Builder: Freddie Arnold
Ignition: Harley-Davidson
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: Freddie Arnold
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carburetor: S&S Super "E"
Air Cleaner: Coffin style
Pipes: Paughco

TRANSMISSION

Year/make: 1966 Harley-Davidson

PAINT

Paint: Blue Moon Kustoms
Type/color: PPG/blue
Special Paint: candy over flake

FRAME

Year/make: 1979 Harley-Davidson, Hank Young
Type: FXE
Rake: 30 degrees
Stretch: none
Shocks: no
Modifications: hardtail

ACCESSORIES

Bars: Z bars
Handlebar controls: Performance Machine
Fender: Harley-Davidson, Hank Young
Headlight: 5 1/2-inch Bates style
Taillight: Lucas
Pegs: floorboards Harley-Davidson
Electrics: Hank Young
Gas tank: Modified Sporty
Oil tank: oval
Oil System: Harley-Davidson
Primary: tin type
Seat: Larosa
Mirrors: Freddie Arnold
Grips: Jackhammer

FRONT END

Type: spring type
Extension: 2 inches under extension
Builder: Hardbody from MID USA

WHEELS

Hub: 80-spoke stainless
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: Jaybrake

Photos: Don Rogers
Model: Amy Moore
Contact: Hickory Flat Hot Rods
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Passin'Gas

An old bro shuffled slowly into the ice cream parlor, crawled painfully onto a stool, and, grimacing, ordered a banana split. The waitress wrote down his order and asked, "Crushed nuts?"

The old coot answered, "Nah, just hemorrhoids,"

Reno
Sacramento, Calif.

Fast Ferdinand was munching his ol' lady's box and thinking about how it scored on a scale of 1-10. He stopped slurping for a moment and said, "You're an eight." She suddenly pissed in his mouth.

He jumped up gagging and sputtering, "What in the fuck was that about?" he bellowed.

"I just did what you wanted!" the confused chick cried.

"Huh?" Ferdinand shook his head, "Well now you're a goddamn two!"

Audrey Williams
Bonham, Texas

The Fuck and Wingles Biker Dicktionary defines skyjacking as a stewardess handjob at 30,000 feet.

Donald John
Stevensville, Mont.

This scooter trash just wants some ass,
I don't care if ya got no class.
Drop them pants and spread yer legs,
I think it looks like ham and eggs!

Lucky Pierre
Walla Walla Wash.

Someday, son, this will all be yours.

A tough ol' biker with no arms came barreling up to the whorehouse and rang the doorbell. The madam opened up the door and looked the old bastard up and down and said, "What in the fuck could you possibly want here, ya no-arm old fart?"

"I want a woman, that's what, ya fat cow!" he blistered back.

"What the hell could you do with a woman?" derided the madam

"The old biker winked and said, "I rang the bell didn't I?"

Fat Man
Albia, Iowa

The Fuck and Wingles Biker Dicktionary defines an Alaskan whore as a Frostitute.

Mountain Man
Markleeville, Calif.

A seriously depressed but attractive chick was standing on the edge of a cliff trying to get up the nerve to jump. A tattered old biker happened onto the scene and said to her, "Say, as long as you're gonna kill yourself anyway, can I fuck you first?"

"Eeew, hell no! Get the fuck away from me ya fuckin' mangy old perv!" She shouted.

"Ok, ok," the old bro replied sadly. "I'll just go wait for you at the bottom."

Dolphin Dave
Big Island, Hawaii

The little rugrat walked up to his ol' man and said, "Pop, why does sis have a split between her legs and I don't?"

Not wanting to go into the whole explanation, the flustered dad replied, "Well son, she had an accident one day and fell on a knife."

"Damn," the tot exhorted, "Mom musta fell on a buzz saw!"

Red,
The Groves, S.C.

What did one ovary say to the other ovary?
"Hey, did you order some furniture? There's a couple of nuts trying to shove an organ in here."

Pardner
Oklahoma City, Okla.

There was a young chick named Anheuser,
Who thought nothing could surprise her.
But Pabst took a chance,
Found a Schlitz in her pants,
And now she is sadder Budweiser.

Kickstand
Salt Lake City, Utah

There once was a sweet chick named Alice,
Who thought of her quim as a chalice.
One night, sleeping nude,
She awoke feeling lewd,
And found in her challis a phallus.

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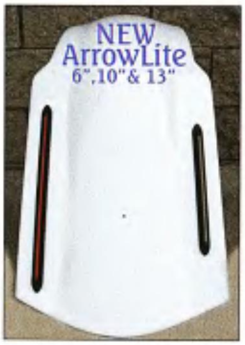

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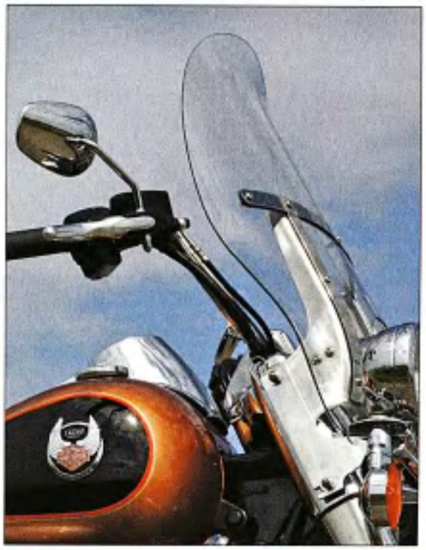

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Easyriders artist David Mann captured the biker lifestyle like no other. He was truly the Norman Rockwell of the two-wheeled world. He had the feel of the road and the knowledge of custom motorcycles to accurately portray the real lifestyle! This "In Memory Of" piece depicts the loss of a loved one, through the missing rider of the rear shadow on the mountain. No doubt a wife, girlfriend or close acquaintance - it reminds us, here at the magazine, of some really stand up female staff that are no longer with us.

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WIN!!! WIN!!! WIN!!!

Limited Edition Canvas Giclee Print Contest!

30" X 45"

Six, word savvy, reader/writers are going to win one of these 30" by 45" limited edition canvas giclee prints of David Mann's "IN MEMORY OF" painting, which was first published in 1999.

All you have to do to win one of these 6 very limited edition canvas giclee prints (we are only printing 6 for this contest) is tell us in 50 words or less, what this iconic image means to you, and/or tell us what David Mann's body of artwork has meant to you in your lifetime. Our magazine editors will judge the entries and pick the 6 winners - and - who knows, they may want you to be an ongoing, PAID CONTRIBUTOR to our magaziines! The winners will be announced in the August '16 issue of *Easyriders* and their entries will be published in that issue too! The contest deadline is 3/16/16 and there is only one entry permitted per household. No purchase necessary, void where prohibited by law.

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THIS PAST JUNE 13-21, AMERICA'S OLDEST MOTORCYCLE RALLY TURNED 92 YEARS OLD, AND THE TOWN OF LACONIA, NEW HAMPSHIRE, WELCOMED BIKERS FROM ALL OVER THE WORLD FOR ONE HELLUVA PARTY. SATURDAY JUNE 13 BEGAN WITH THE 9TH ANNUAL PETER MAKRIS MEMORIAL RIDE FROM THE NASWA RESORT TO LAKE WINNIPESAUKEE AND BACK. THE SPEEDWAY HELD VINTAGE CHAMPIONSHIPS, AND THE LACONIA ROADHOUSE OFFERED UP A BIKER BUILD-OFF THAT TOOK PLACE THROUGHOUT THE WEEK.

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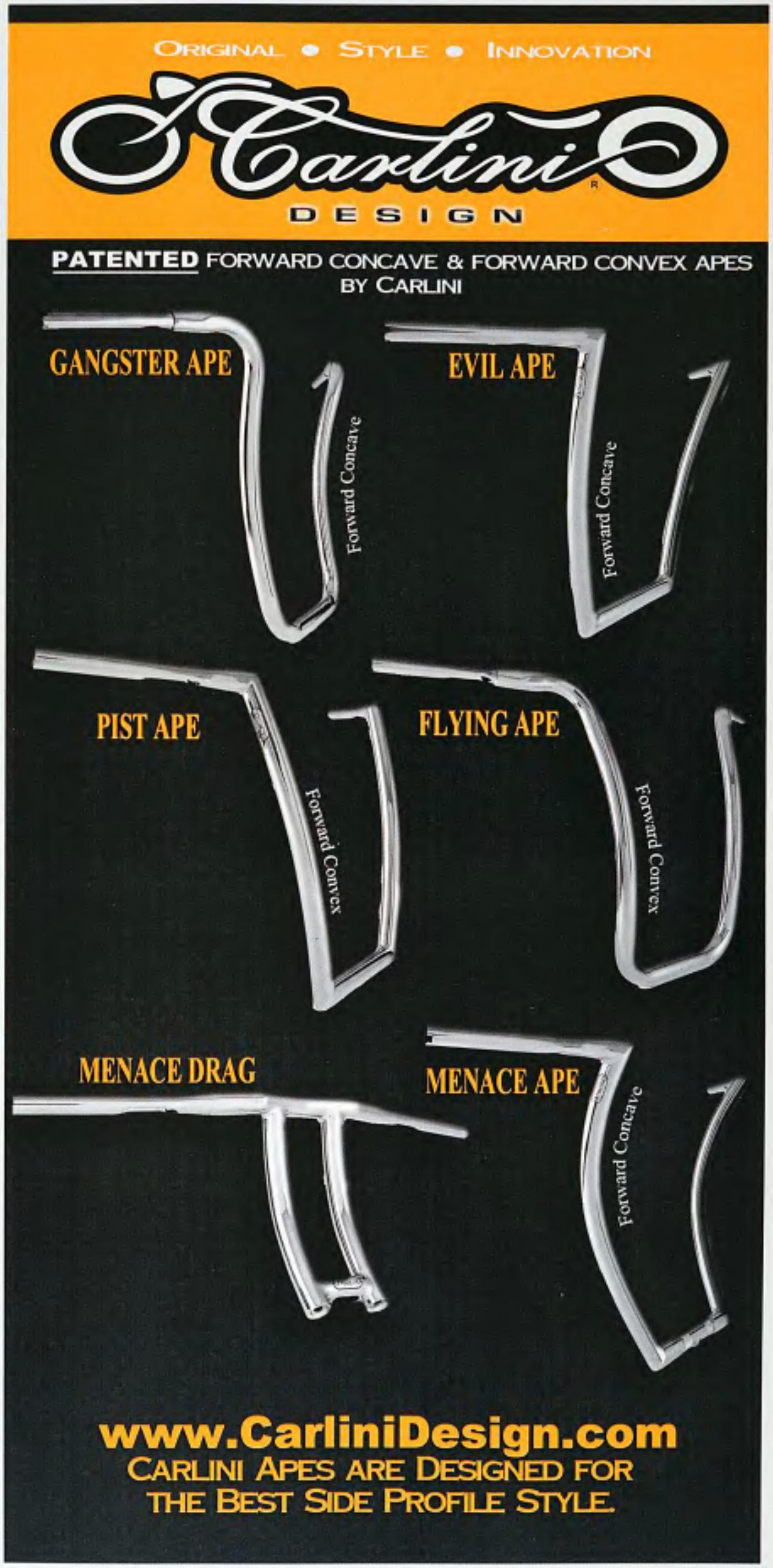
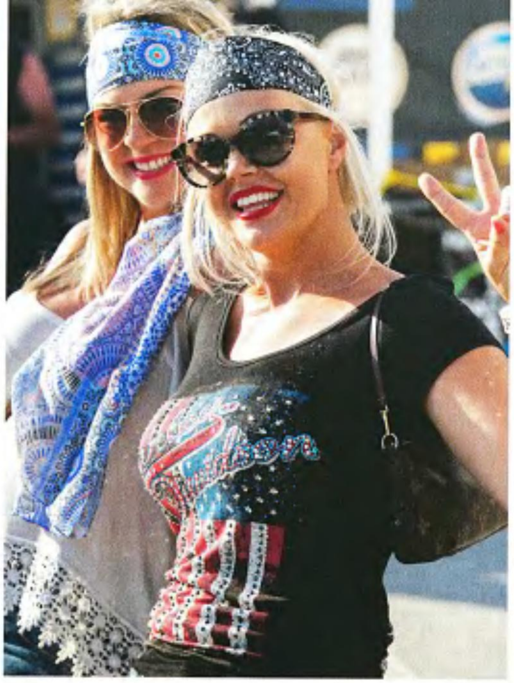
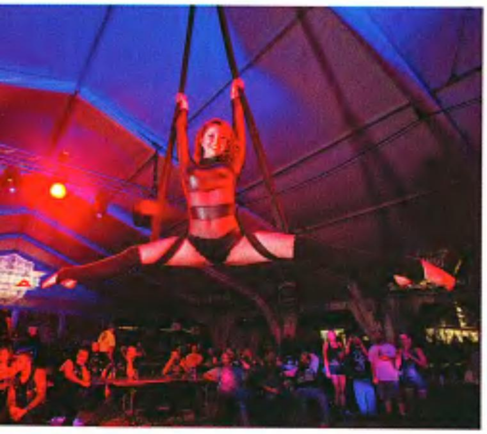
LACONIA

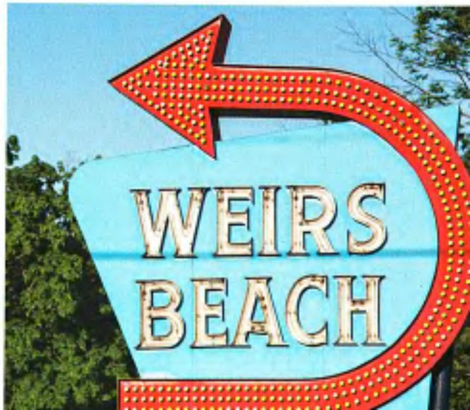
Rally Headquarters was based at the Weirs Beach Boardwalk to get riders acclimated and Hillbilly's in North Conway offered scenic rides and live music. Speakin' of tunes, you could rock out at the NazBar & Grill on the water, hit Music at the Marketplace, or hang at the Broken Spoke Saloon for oil wrestling, mechanical bull rides, and the usual bikerized mayhem. The Paradise Beach Club held crazy events all week, as did the Tower Hill Tavern. The folks out at Laconia Harley-Davidson, Seacoast Harley-Davidson, Heritage H-D and the Harley Shop of Rochester pulled out all the stops to make bikers feel right at home for this week of good times. The dealerships offered vendors, food, live music, and demo rides.







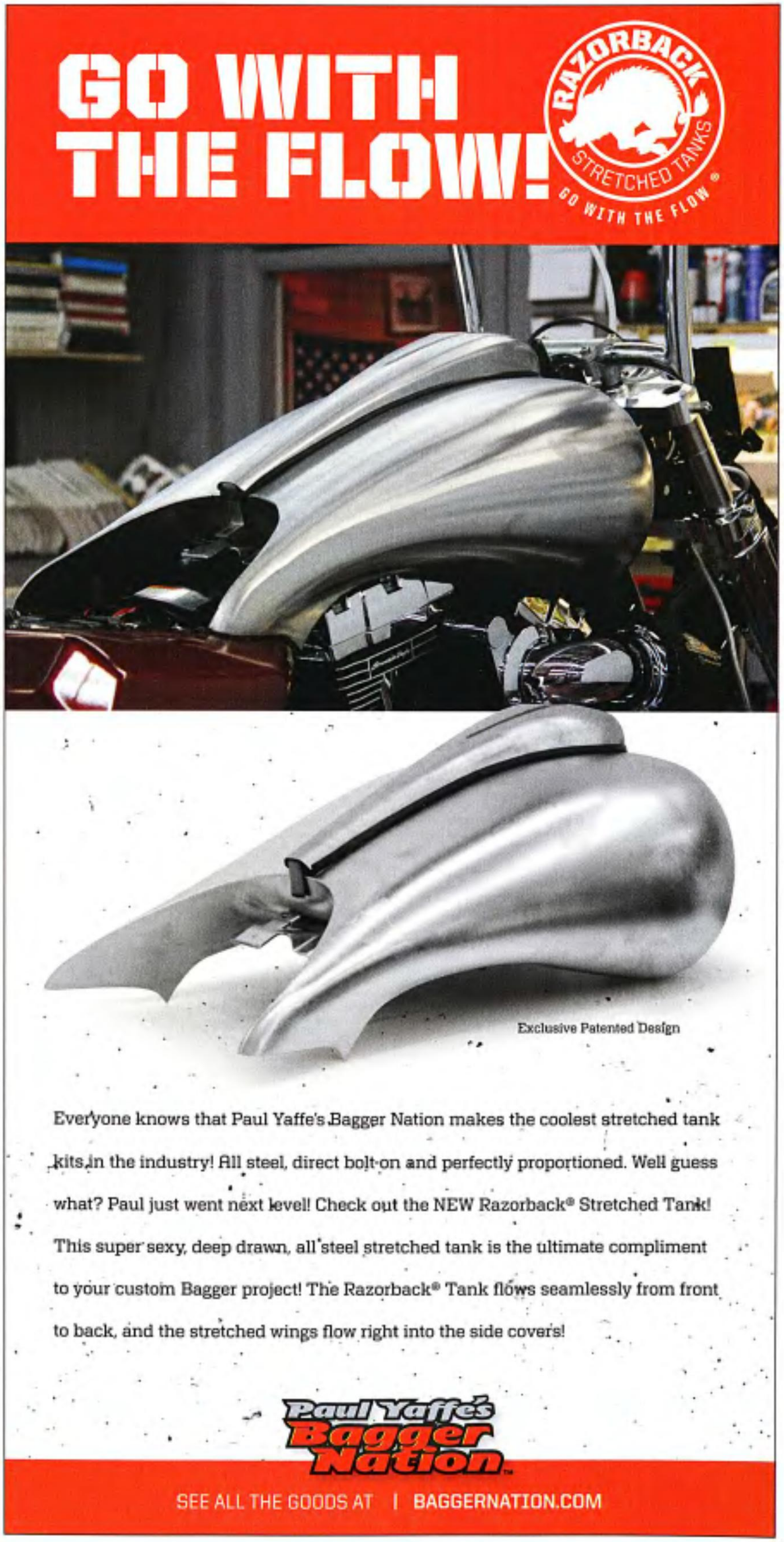
Turkey Legs
Pulled Pork
Lemonade


WEIRS
BEACH

Photos: Michael Lichter

Shuttle boats between Weirs Beach and Meredith were a great way to take in the summer sun and enjoy wet 'n' wild lakeside cruisin'. Thousands of riders hit the Lobster Pound for a cold brew, rode out to the New Hampshire Motor Speedway for the U.S. Legends International Racing, and then enjoyed guided scenic rides in one of this country's most beautiful areas.

It is no wonder this righteous run is America's oldest biker rally. Check out Michael Lichter's photographic evidence of this year's mind-melting motomarvel and you'll get a glimpse of what we're jawin' about. —*Dave Nichols*



Les Covington's Period Correct 1949 Pan

Speaking from his bike shop in Portland, Oregon, multi-award winning bike builder Les Covington has this to say about the inspiration for the 1949 pan chop seen here. "The bike is built in the Southern California style and has many vintage chopper parts produced in California during the 1960s. I tried to keep it as honest as I could to those early built bikes—a period-correct '70s chopper, and using only parts and methods available at that time. This build also pays respect to *Easyriders* artist David Mann, who through his art work has been very influential in my life."

Saturday Night...

...Sunday Morning...

The bike is built in the Southern California style, and has many vintage chopper parts produced in California during the 1960s. It took First Place—Antique Chopper at the Easyriders Sacramento Bike Show.

The project began several years ago when Les chanced upon a hacked up mess of a 1949 pan/shovel. After repairing and straightening the frame and raking the neck, getting it up on two wheels required the restoration of an original Kelsey Hayes 16-inch real wheel, straightened by Buchanan's, which also supplied the 21-inch front rim. Looking for vintage rubber, he sourced a pair of 40-year-old Goodyear tires from two different states. While he restored the brakes mechanically, he left the chrome as-is out of respect for the original patina.

"For this build, I never considered anything but using an original Harley Springer front end," Les tells us. "Because of the frame's neck rake, I had to use an inline style, and it had to be lengthened. The rear legs are built using Ford Model A radius rods slugged into the lower tree."

Focusing on the powertrain, the 74-inch panhead was restored to original condition using all 1949 OE components, as was the original Linkert M74 carb. The scooter rumbles through a set of Paughco headers matched to super rare 1960s Superior fishtails.

The jockey-shift tranny also got the restoration treatment and the shifting drum is a ratchet top Harley from late 1950s. Les installed an internal throttle on the Flanders bars and classic coke bottle grips. Even the seat is a vintage style from LePera, made especially for the build.

Frosting on the chopper cake was sprayed in tasty Kandy Tangerine and Apricot flake on a silver base while the flames with stripes artwork is an exact copy from the classic David Mann Saturday Night...Sunday Morning print.

Both the public and the industry agree that Les created precisely what he set out to do, a bike exactly as seen in *Easyriders* back in the day. The bike took the Memorial Award at Chopperfest as well as First Place Antique Chopper at the Easyriders Sacramento Bike Show.

—Paul Garson

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Owner: Les Covington
City: Portland, Oregon

GENERAL

Designer: Les Covington
Year/make: 1949 Harley-Davidson
Model: FL
Fabrication: owner
Assembly: owner
Time: 3 years
Chroming: Oregon Plating

ENGINE

Year/make: 1949 Harley-Davidson
Model: FL
Rebuilder: owner
Displacement: 74 cu. in.
Cam: Andrews J
Ignition: Harley-Davidson points
Pistons: Harley-Davidson NOS
Lower end: Harley-Davidson
Heads: Harley-Davidson
Lifters: solids NOS
Carb(s): Linkert M74 OE
Air cleaner: vintage velocity
Pipes: Superior

TRANSMISSION

Year/make: 1949 Harley-Davidson
Shifting: 4-speed jockey

PAINT

Painter: friend
Type/color: House of Kolor/candy tangerine, apricot
Special Paint: Mitch Kim Stripes

FRAME

Year/make: 1949 candy tangerine/apricot
Type: wishbone rigid
Rake: just right
Stretch: none

ACCESSORIES

Bars: Flanders
Handlebar controls: Harley-Davidson NOS
Fenders: vintage
Headlight: original Bates
Taillight: horse head vintage drags
Speedo: police special
Electrics: owner, Harley-Davidson generator
Gas tank: from shovelhead
Oil tank: vintage restored
Oil system: Harley-Davidson
Seat: LePera
Pegs: Anderson
Grips: coke bottle

FORKS

Type: Harley-Davidson Springer
Extension: 7 inches over

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: Harley-Davidson star hub
Tires: vintage Goodyear
Brakes: Harley-Davidson drum

Photos: Michael Lichter

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CONFEDERATE CONTROVERSY

EASYRIDERS MAGAZINE DEFENDS THE REBEL LIFESTYLE

The controversy over the use of the Confederate Battle Flag continues to fester across America, with the flag being pulled in all its forms, from flying above state capitol buildings, to Stars & Bars underwear, beach towels, even die-cast models of the General Lee car from the "Dukes of Hazzard" TV series (which originally aired from 1979 to 1985).

Should the General Lee be banned?

TV Land recently pulled reruns of the series off the air due to the fact that the bright orange 1969 Dodge Charger known as the General Lee displayed a Confederate Battle Flag on the car's roof.

Although controversy over the flag has been going on for decades, it's never seemed as contentious as it has these past few months, with foes of the familiar "Southern Cross" seeing it as a vestige of Southern racism and slavery, while supporters love it for the independent spirit and uniquely Southern heritage they say it represents.

It should be pointed out that there have been several versions of the flag throughout the years. The first version was actually designed by a German immigrant based on the ancient red-white-red flag of the Austrian archduchy and adopted as the "Stars and Bars" in 1861 but was ultimately replaced by what we know as the Confederate battle flag or the more rectangular Naval Jack used by the Confederate Navy, both featuring a red field with a white-bordered dark blue saltire bearing white stars that equal the number of states in the Confederacy at the time.

Regardless of how politically incorrect the Confederate flag may seem to some, it has always been a symbol of rebellion and independence to thousands of bikers in this land, and not only to those from the South. Also known as the Rebel Flag, it represents that innate American rebel spirit that harkens back to the very founding of this country.

For Josh Soto, the builder and owner of the bike you see here, it's also all about the "Dukes of Hazzard" TV series. Having watched the Dukes religiously while growing up, Josh always wanted to have his own "General Lee," the orange rebel-flag-roofed 1969 Dodge Charger the cousins Bo and Luke Duke were constantly getting into and out of trouble with. Josh not only managed to find a '69 Dodge Charger—quite a feat considering that hundreds of them were destroyed during the taping of the series—he even restored it to look just like the official one.

Building a two-wheeled General Lee was also something Josh had always wanted to do. In 1997, he opened his bike shop called Boars Nest, named after the TV show's main watering hole. It took him a few years, but here it is, with the confederate colors splashed unabashedly all over the bike.

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Owner: Josh Soto
City: Oceanside, California

GENERAL

Fabrication: Boars Nest, Inc.
Year/make: 2015 Harley-Davidson
Model: General Lee
Assembly: Boars Nest, Inc.
Time: 1 year
Chroming: West Coast Plating

ENGINE

Year/make: 2015 S&S
Model: Sidewinder
Rebuilder: Boars Nest, Inc.
Ignition: Dyna 2000 I
Displacement: 124 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air Cleaner: Boars Nest, Inc.
Pipes: Boars Nest, Inc.

TRANSMISSION

Year: 2015
Modifications: hydraulic clutch
Shifting: 6-speed jockey

PAINT

Painter: Ricki Hickenbottom
Type/color: House of Kolor/Hemi Orange

FRAME

Year/make: 2015 Paughco
Type: rigid
Rake: 30 degrees
Modifications: clearance for engine and boxed neck

ACCESSORIES

Bars: Boars Nest, Inc.
Handlebar controls: GSXR
Fender(s): Boars Nest, Inc.
Headlight: Bates
Taillight: Boars Nest, Inc.
Speedo: Autometer Gauges
Pegs: Boars Nest, Inc.
Electrics: Boars Nest, Inc.
Gas tank: Boars Nest, Inc.
Oil tank: NYC Choppers
Oil system: breather pump timing
Primary: Midwest
Seat: Sinister
Mirrors: Boars Nest, Inc.
Grips: Boars Nest, Inc.

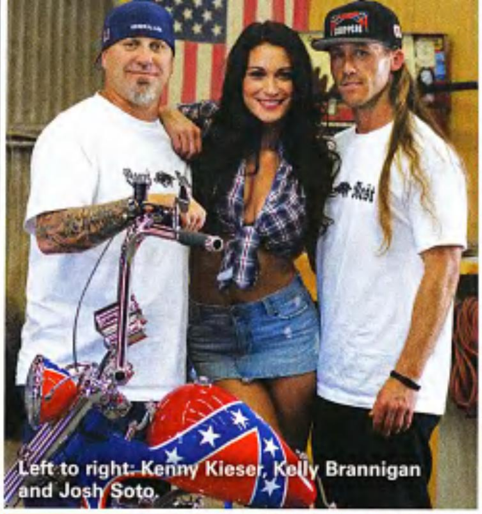
FORKS

Type: FXR
Extension: narrow
Builder: Harley-Davidson

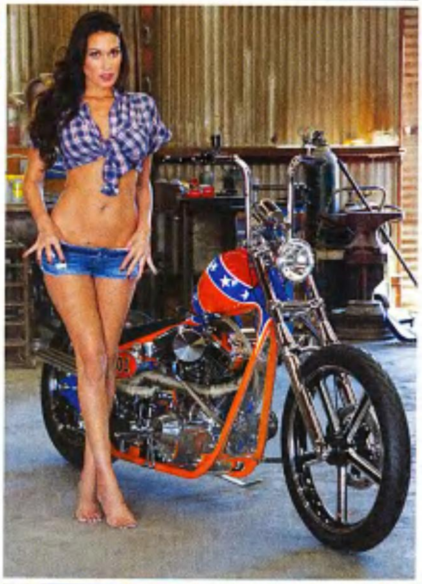
WHEELS

Size: 21-inch front, 18-inch rear
Hub: RSD
Tires: 90/90 front, 150/80 rear
Brakes: P.M.

Photos: Mark Sennet
Model: Kelly Brannigan
Contact: Boar's Nest Choppers
760-757-4294
boarsnestchoppers.com



Left to right: Kenny Kieser, Kelly Brannigan and Josh Soto.



"Most bikers, I think, support the confederate flag," he says. "I've always just gotten high-fives and thumbs-up when people see the car or the bike."

When it came time to do the photo shoot, it only made sense to have our own "Daisy Duke" (actress Kelly Brannigan shown here), Bo and Luke's sexy female cousin who waitressed at the Boars Nest, complement the setup to bring you the whole "Dukes of Hazzard" experience as only *Easyriders* can as shot by renowned photographer Mark Sennet.

On August 21, Josh was part of a local San Diego Channel 9 news event where he showed off a few of his bikes, including the General Lee, and had all his hair cut off, donating it to a cancer survivor. It seems that the news producer was a bit concerned about having the General Lee bike there, but Josh wasn't too worried. "I think it's a big part of our history, and unfortunately we can't go back and change what happened in the 1800s," he sums up his feelings about the rebel flag. "I really don't think hatred and racism is the message of the flag. And who knows, they'll probably want to get rid of the U.S. flag one day too because it is offensive to some people."

—Red Baron

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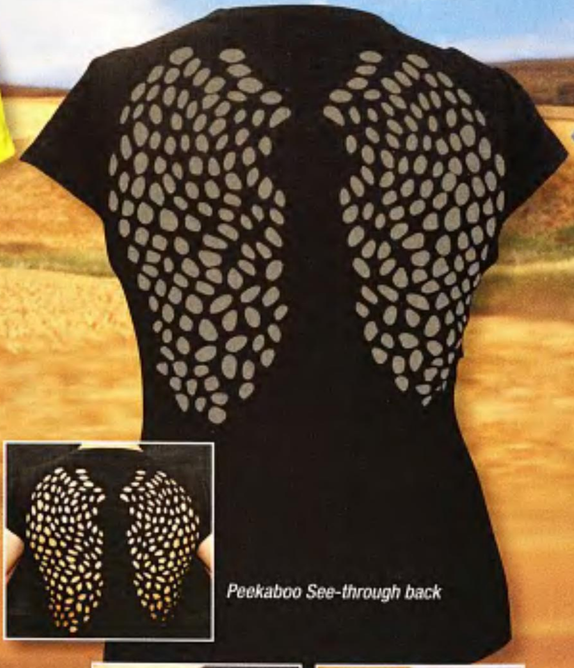

Peekaboo See-through back

Peekaboo Front Black

Peekaboo Front Pink

Peekaboo Womens Tee
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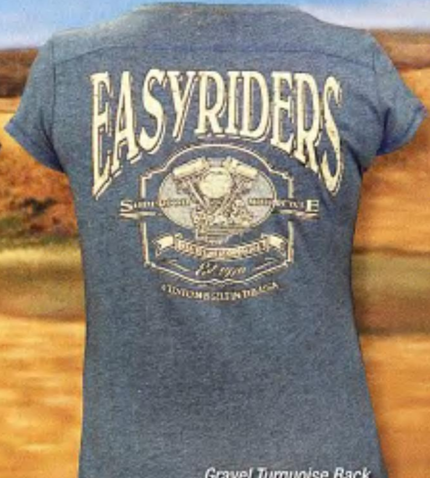
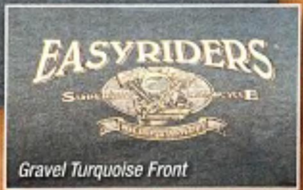
2194 Black / 2195 Pink $29.95



Gravel Turquoise Back



Gravel Turquoise Front

Gravel Turquoise Womens Tee
2197 Short Sleeve $21.95

EXHAUST SYSTEM FOR THE PERFECTIONIST

Installing SuperTrapp's Phantom Exhaust System

Every once in a while we get a product release that opens our eyes. SuperTrapp sent us just such an email last month; it highlighted the company's Phantom Pipe exhaust system. Custom bike builder Paul Yaffe designed this system and it shows his eye for style. We hit SuperTrapp's website and ordered a set for our 2014 Wide Glide (P/N 138-71680, $1,499). Having used several sets of SuperTrapp's pipes over the years, we were confident that these would not only look good, but also be durable.

The Phantom Pipe exhaust system didn't prove us wrong. The head pipes are fabricated from stepped steel tubing that is welded to the tapered muffler and is made to the highest standards that we've ever seen. The system features a black ceramic coated 2-into-1 pipe/muffler assembly that has laser-cut chrome heat shields. In looking over the parts, the pipes seamlessly bend and blend from the cylinder heads down to the muffler's exit. The pipes come with chrome heat shields already installed and they're really bitchin' looking.

To allow the pipes to fit 2012-up models, they are fitted with 12mm O2 sensor bungs; systems that fit earlier years are also available. A special

1 Here is our Wide Glide with the Phantom Pipe exhaust system. The pipe's heat shields complement its flamed styling

2 The Phantom Pipe exhaust system has a unique look to it. It is made with seamless steel headpipes that feed into a tapered muffler.

3 The system's heat shields are permanently attached to the pipes and intergraded muffler.

4 Before removing the factory exhaust system, we unplugged their O2 sensors. The front one was located behind the voltage regulator and the rear one is under the seat.

5 To get to our install starting point, the bike's factory exhaust system and air filter have been removed.

6 The stock exhaust flanges were transferred from the factory head pipes to the Phantom Pipes.

7 As our Wide Glide is a 2014 model, its EFI system uses 12mm O2 sensors. We applied a dab of anti-seize lube to the threads of each O2 sensor before we screwed them in. The O2 sensor with the white connector is for the front cylinder's head pipe.

8 The exhaust system's mounting bracket was loosely bolted to the lower edge of the transmission.

9 To install the exhaust pipes, we fitted them to the cylinder head studs and the exhaust mount on the transmission. After we checked the pipes alignment, the cylinder head flange nuts and the three bolts at the mounting plate were tightened.

10 We completed the installation by plugging the O2 sensors into their wire harnesses.

11 The exhaust system's instructions said that the Phantom Pipe would not fit with the stock air filter, so we installed an S&S Airstream air filter.

mounting bracket and all needed hardware was included.

Installing the exhaust system took us about 3 hours. Everything went on just as it should, and there were no fitment issues. We also installed an S&S Airstream air filter and updated the bike's EFI computer with a Vance & Hines Fuelpak FP3, which are stories for future issues. The bike now possesses killer looks, a deep sound, and some serious added performance.

Please note that this system is not California emission certified, and as such, should not be installed on bikes used in that state.

—Wendell Christopher

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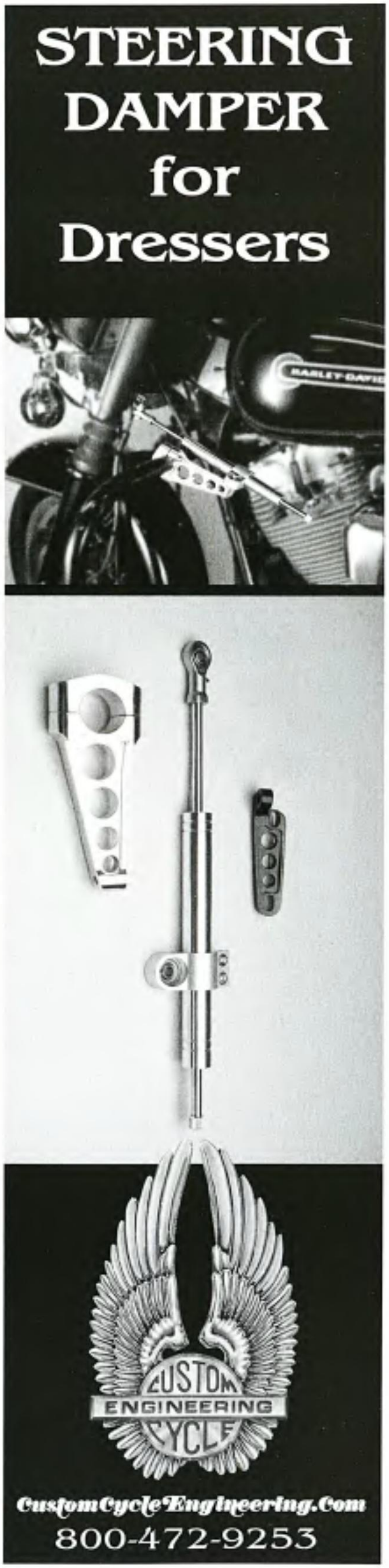
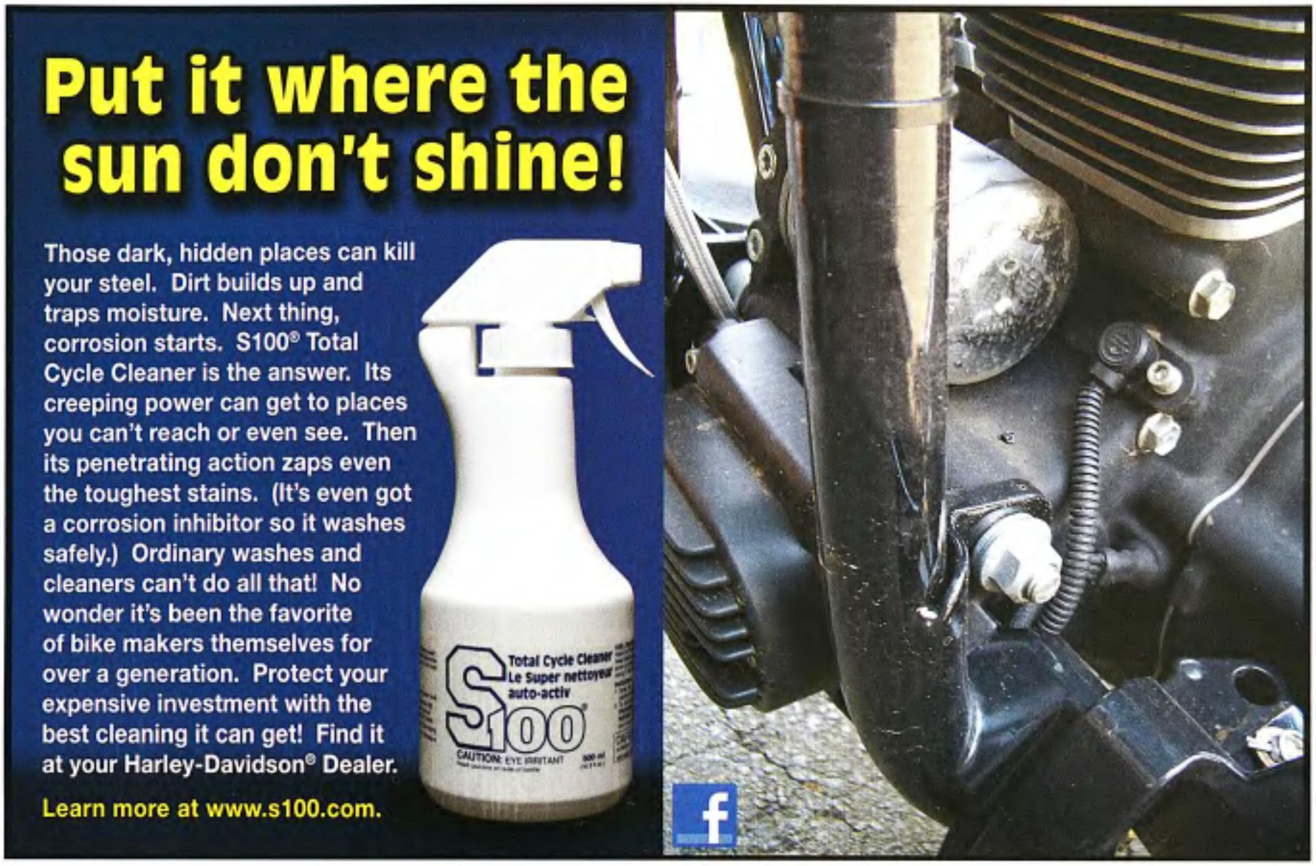


LEESBURG BIKEFEST

Nineteen years ago, this rally in Leesburg, Virginia, began as a small, 3-day event. This year's shindig, which took place on April 22-26, was one of this country's best weekend biker bashes!

Downtown Leesburg was lined with scoots of every make and model, and the streets were packed with an estimated 200,000 people! Multiple stages offered over 75 live concerts. There were contests galore and hundreds of vendors selling pretty much everything for you and your Harley.

Leesburg Bikefest has branched out far beyond the downtown area. Just a short ride from downtown rally central, the local Harley dealer, Gator Harley, has in recent years become a major player during Bikefest with its own vendor row, live bands, and contests. The crowning of Miss Gator Harley is one of four hot body/bikini contests scattered through out Leesburg during the extended weekend.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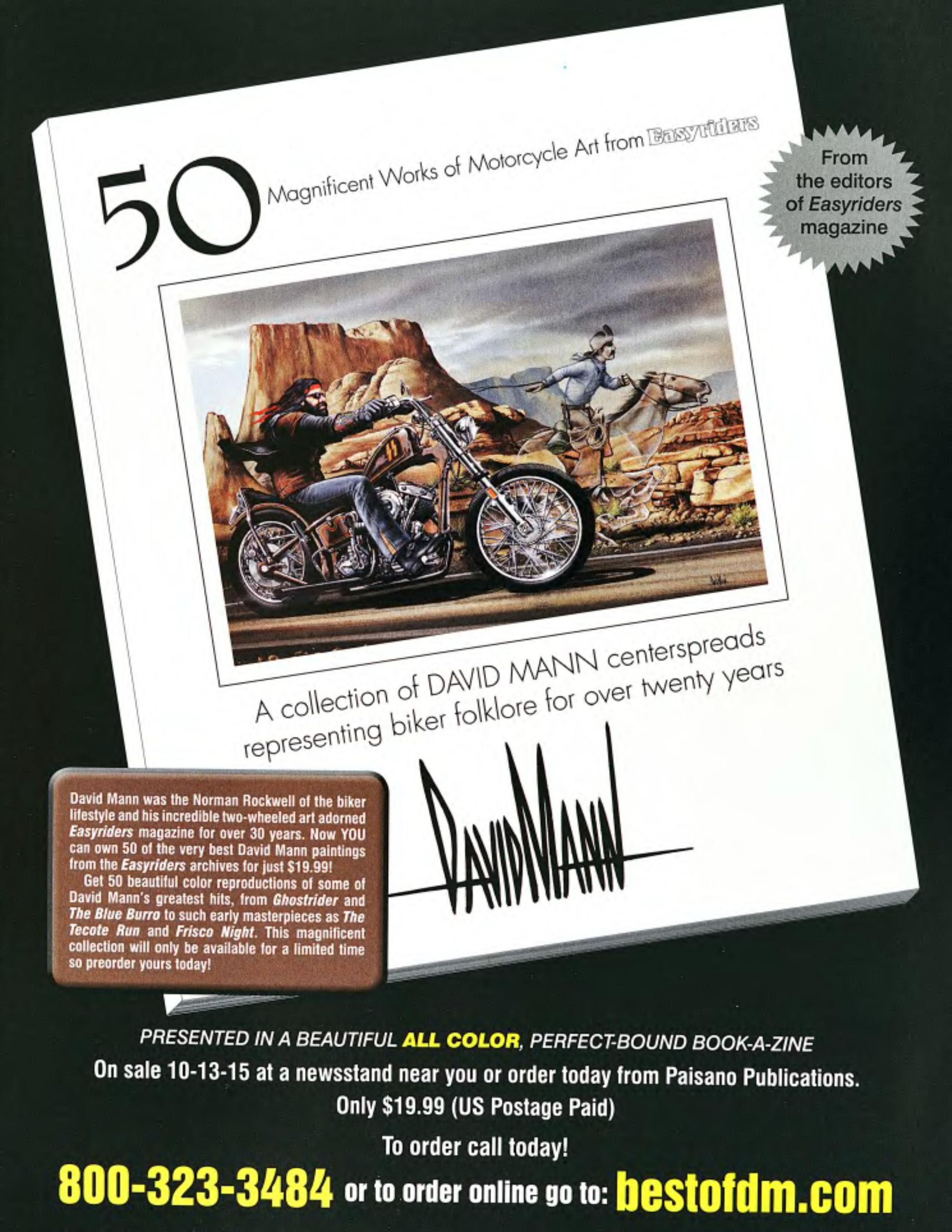
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Several area cities have also jumped on the biker bandwagon offering their own brand of two-wheeled entertainment, giving the downtown rally some much-needed breathing room.

If rodeo games, motorcycle drill teams, an LED light show parade, The American Motor Drome's Wall of Death, and the rest of downtown activities aren't enough to keep you entertained, the area offers some of the finest riding in central Florida. The organizers of Bikefest have mapped out several routes around the scenic Lake County area for great riding with pristine views.

And what's a motorcycle party without a few tattoos? Down Main Street toward the edge of the downtown area, that buzzing sound, familiar to most of us, filled the air. The ink was flying non-stop at the Leesburg Tattoo Expo that conveniently runs in unison to Bikefest each year. The Tatt Expo brings in 40 national and regional artists to apply their special brand of artistic skill to anyone yearning to commemorate their stay with designs ranging from intricately placed hearts to full-on back pieces.

As important to Bikefest as motorcycles are, it's plain to see and hear that music is a major player in the event lineup. There were way too many bands to list here, but among the 75 live concerts were the headliners, including the undisputed queen of Rock, Lita Ford, who cranked up the crowds early in the game on Friday; Puddle of Mud on Saturday, and last but certainly not least, The Marshall Tucker Band, which rewarded those who didn't bail Sunday morning, like most of us do, with an outstanding musical send off to wrap up this year's rally.

With so many things packed into a weekend, I think it's safe to say that Leesburg Bikefest has come into its own. For many folks, Bikefest is no longer that other rally in Florida.

For more information and next year's schedule visit: leesburgbikefest.com.

—Don Rogers

Photos: Don Rogers

"It was that ugly devil on the right—He did it!"

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This Month's Winner!

In this month's titillating edition of Tittyriders, meet a squishy little blondie named Amy from Daytona Beach, Florida, where we believe they have some kind of a bike run or something every year or so. We think. Anyhoo, we figure Amy probably just stands around and dudes throw boatloads of cash at her. Crawl over to her feature and look at her on the cheap, slathered aboard Freddie Arnold's Bitchen 1966 FLH chopper. You're welcome.

—*Captain Moosecock*

#1001 Angie–Georgia

"My first ride was awesome! The sound of the pipes, the wind on my face, and the rumble of the ride made me feel free, and 10 years later I still get the same feeling!"

#1002 Missy–Arizona

"On my first ride on a Harley, I was hurled headfirst into the oblivion that is life with no regard for alternate realities or multiple dimensions. The noise and the vibrations smelled of freedom!"

#1003 Tylo–Virginia

"My first ride on a Harley was a fantastic journey with a hot guy!"

Fox Hunt

Win $500!

Hey ladies, now you can win $500 by being selected as our Fox Hunt Winner of the month and get a photo spread in Easyriders magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $200 for sending in the photo and the winner gets $500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:
Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt winner as selected by you persnickety pudendas. Meet a sacrilegious little flame job named Jami, from the scorching desert wasteland where Phoenix rises from its own asshole. Ever the concerned young American, Jami volunteers her time providing amateur proctology to the homeless. A big thumbs-up, Jami! Come back next month and bend over, buddy, you may feel some pressure!

508

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
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City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ☐ Nude ☐ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

SIMPLE BUT CLEVER | *Rogue Chopper's oil changer does the dirty work*

WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even there. Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity! Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.

Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

Rogue Chopper has the fix for this problem; The Scavenger Total Oil Change System. This clever yet easy to use system effectively purges all the oil from the engine when performing an oil change. With this we get no old broken down oil mixing with new oil so our new oil stays fresh longer. It's great if you want to switch to synthetic oil from regular oil or the other way, but either way it's a great product.

But seeing is believing. Visit the Rogue Chopper website: **www.roguechopper.com** and see the video of how it works on your bike. Don't have web access, call for a free info pack. Once you have used the Scavenger you will never have to pretend like it's not there again.

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Wisdom from Sports Figures

"My sister's expecting a baby, and I don't know if I'm going to be an uncle or an aunt."

—North Carolina State basketball player Chuck Nevitt explaining why he appeared nervous at practice

"The real tragedy was that fifteen of them hadn't been colored yet."

—Florida football coach Steve Spurrier talking about a fire at Auburn's football dorm that had destroyed twenty books

"Pair up in groups of three, then line up in a circle."

—Bill Peterson, Florida State football coach

"You mean now?"

—Yogi Berra, when asked the time

Riding Cupcake, Bikes on Cupcakes

As you must know, when a woman rides on the back of a bike it is called "riding bitch," whereas a dude is "riding cupcake." The cupcake (edible variety) fad has taken off big time and cupcake tattoos are trendy as hell. Finally, bakers have caught on and are decorating cupcakes with motorcycles. Riding cupcake, on the other hand, has not caught on. Except in emergencies.

Nuts to Nut Bans

If you've had a kid in school during the past 15 years, you've probably had to deal with nut bans, allegedly instituted to protect children with peanut and other allergies. Sending your kid to school with a nutritious and inexpensive peanut-butter sandwich is now more dastardly then packing a brick of heroin in his lunchbox. And yet, despite such bans, peanut allergies have doubled in the past decade. Now we know why. Many peanut allergies are caused by a lack of peanuts in the diet, according to a study published in the ultimate authority, *The New England Journal of Medicine*. The key to avoiding peanut allergy? Feed kids peanuts at an early age. This cuts the risk of peanut allergy by 81 percent. Does this mean your local school will lift its nut ban? Don't count on it.

There Oughta Not Be a Law (driving related)

• It is illegal for a driver to be blindfolded while operating a vehicle in Alabama.

• Vehicles without drivers may not exceed a speed of 60 mph in California. (With the advent of driverless cars, a law that is becoming relevant.)

• Also in California, you may not shoot any kind of game from a moving vehicle, except for whales. Of course.

• Fire trucks may not exceed 25 mph in New Britain, Connecticut, even when responding to a fire.

Misheard Lyrics Dept. (food related)

Didn't eat no welfare steaks

From "All in the Family" theme song

Real lyric:
Didn't need no welfare state

Can't find the butter, ma'am

From "Better Man," Pearl Jam

Real lyric:
Can't find a better man

Doughnuts make my brown eyes blue

From "Don't It Make My Brown Eyes Blue," Crystal Gayle

Real lyric:
Don't it make my brown eyes blue?

Don't Cry/Don't raise your eye/
It's only a teenage waitress

From ""Baba O'Riley," The Who

Real lyric:
It's only teenage wasteland

Famous/Infamous Last Words Dept.

"Am I dying or is this my birthday?"

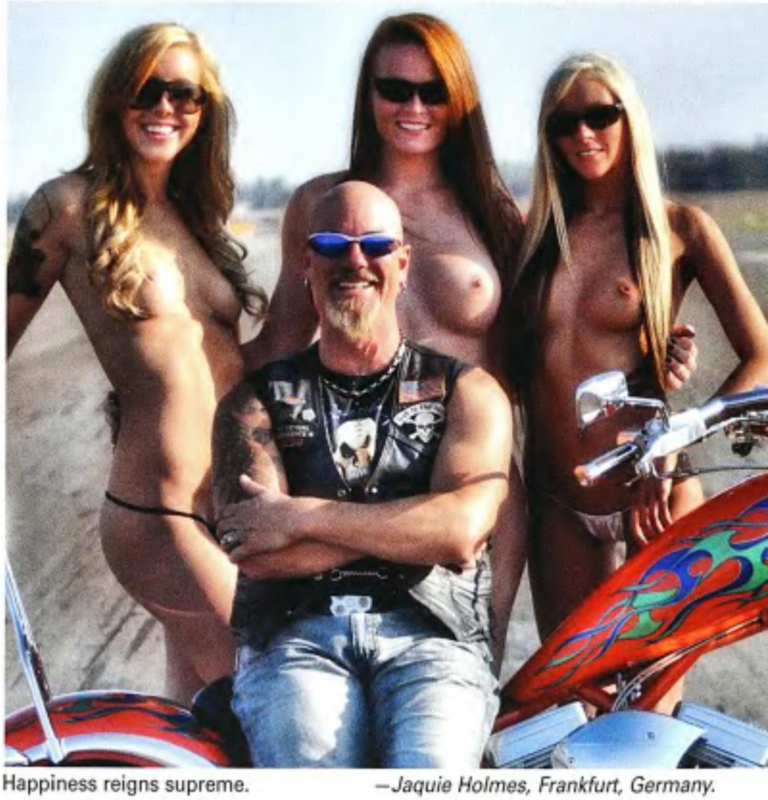
—Lady Astor as she lay dying in 1964, finding herself surrounded by her entire family

"Me mudder [mother] did it."

—Gangster Arnold Rothstein to detectives who asked him to name the killer who gunned him down at a New York City hotel in 1928. (He was kidding.)

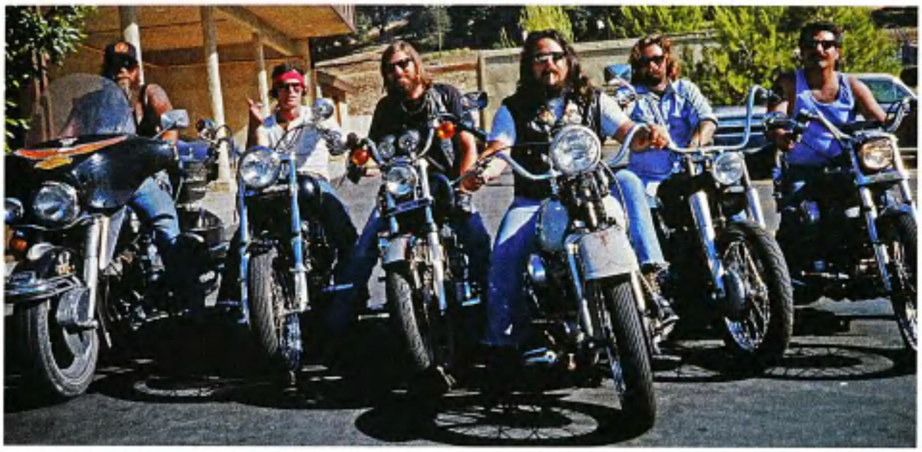
Hope that's just a hat he found at the 2015 Laughlin River Run. *—Terry Bert, Frazier Park, Calif.*

Not the Rose Parade. *—The Boyscout, Columbus, Ohio.*



Happiness reigns supreme. *—Jaquie Holmes, Frankfurt, Germany.*

Riding easy at Roar To The Shore 2015. —*Lou Camerota, New Castle, Del.*



A beautiful group of Ugly's —*Kim Peterson, Agoura Hills, Calif.*

Poor Kerri Taylor tries to get some rest. —*Brett Hunt, Washington Courthouse, Ohio.*

We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a digital copy of our *Easyriders* or *V-Twin* DMAG (digital magazine). We accept digital photos at: *photos@easyriders.net*. Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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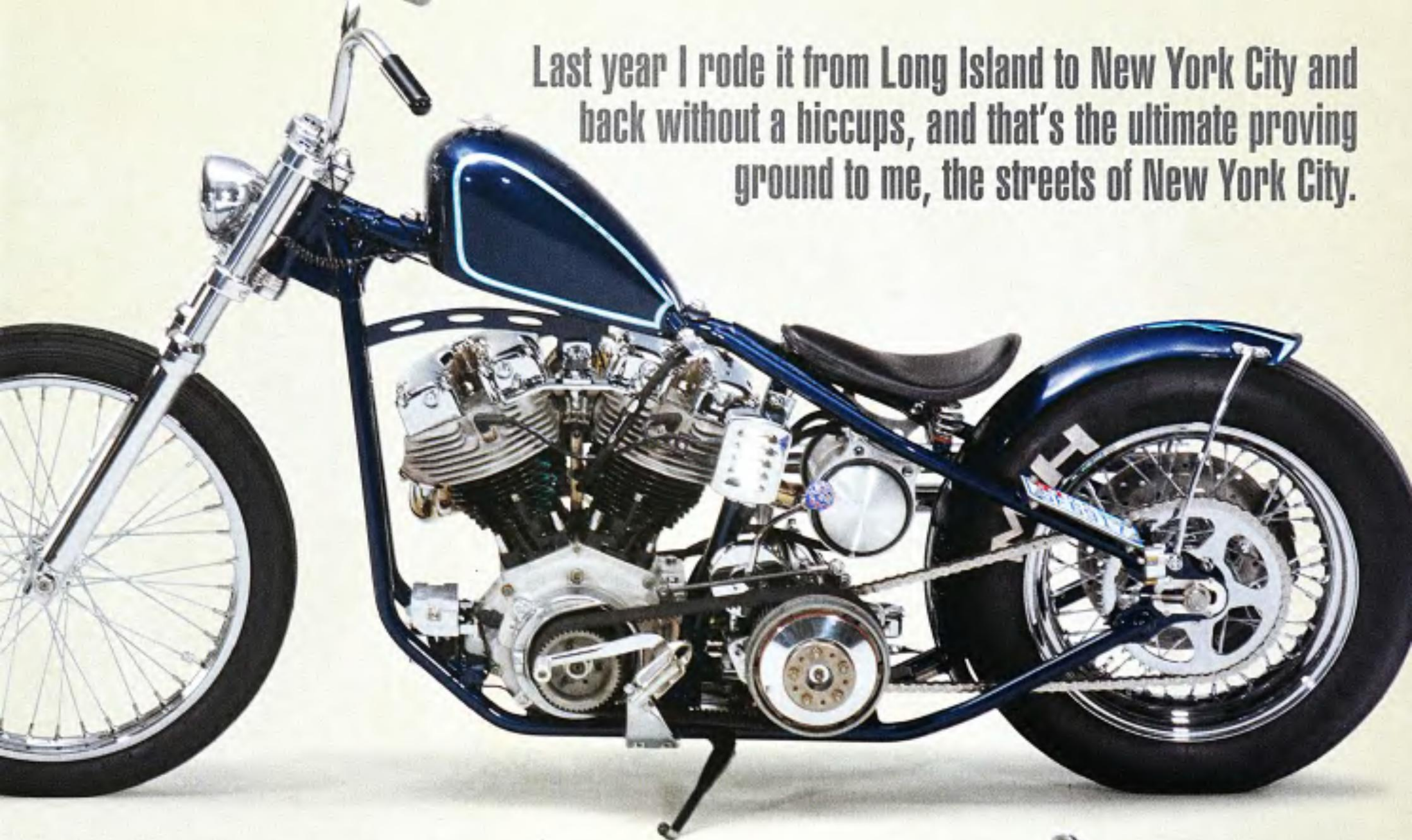
A GARAGE-BUILT BEAUTY THAT'S NEW YORK TOUGH

keeping it simple

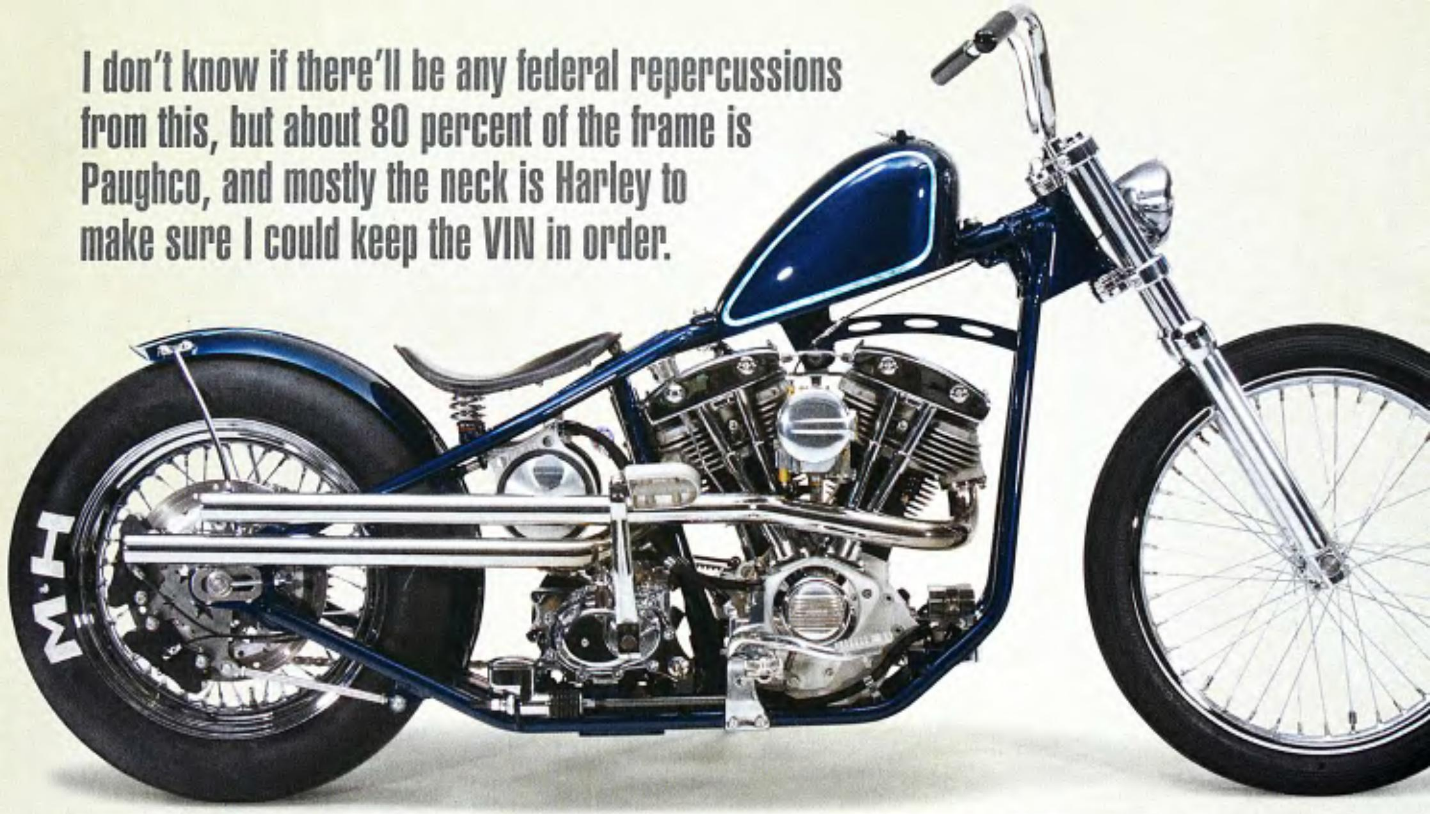
Working for a landscaping company for a living, Eric Stein loves nothing more than to retire to the little garage behind his house after the kids have gone to bed and tinker on a bike. It's what keeps him sane and relaxed, and it gives him the freedom to create according to his own ideas and whims. "I'm not per se a builder," he explains. "I just get the itch and decide to build another one; that's always been my em-oh. I build a bike for me, not to sell."

Our *Easyriders* girl this month is fabulous Frankie, who was more than happy to swing a leg over Eric Stein's sexy shovel.

Last year I rode it from Long Island to New York City and back without a hiccups, and that's the ultimate proving ground to me, the streets of New York City.



I don't know if there'll be any federal repercussions from this, but about 80 percent of the frame is Paughco, and mostly the neck is Harley to make sure I could keep the VIN in order.



Eventually, though, Eric sells his projects to finance new ones. Like this one, which started out as a basket case he'd found on craigslist and for which he had sold his Evo chopper. While he does almost everything in his little garage, his friend, Randy Smith, helps out with the fabrication and welding. "I tack stuff on and then take it to Randy for welding," he says.

To obtain this bike's classic rigid look, Eric mated a Paughco frame with a Harley-Davidson frame. "I don't know if there'll be any federal repercussions from this," he jokes, " but about 80 percent of the frame is Paughco, and mostly the neck is Harley to make sure I could keep the VIN in order."

A hot rod nut since long before he was old enough to get his driver's license, Eric says this bike is a direct result of that influence, and amalgamation of all the bikes—and cars—he'd seen over the years and liked. "I didn't go for a specific style, though," he explains. "I just thought about what would be a rider that's comfortable. I got a little car-influenced, like with the tire and some of the parts, and a lot of car guys love the bike because they see that influence."

The bike has a classic, uncluttered look to it. "Less is more, that's the theme with this bike," Eric says. "Keep it simple, like with a chopper, and that's also why I picked that color, because I know people love a blue bike, and it's my favorite color on a motorcycle, blue or black. And I've done black, so now I wanted to do blue."

Adding a real nice touch are those straight pipes. "They're just swap meet pipes," he says. "I don't know whose they were, but they fit the bill. I thought I'd modify them, maybe shorten them, but when I put 'em on there, they worked out just perfectly."

Atop the frame sits a modified Sportster tank from War Gasser; it holds a little less than two gallons, but Eric says he hasn't run out of gas yet. And he rides the bike a lot, too. Though he lives in Charlotte, he's originally from New York. "Last year I rode it from Long Island to New York City and back without a hiccups," he says. "And to me, that's the ultimate proving ground, the streets of New York City."

—Red Baron

Owner: Eric Stein
City: Indian Trail, North Carolina

GENERAL

Fabrication: Eric Stein, Randy Smith
Year/make: 1974 Harley-Davidson
Model: FX
Assembly: Eric Stein
Time: 4 months, part-time

ENGINE

Year/make: 2002 S&S
Model: shovel
Ignition: points
Displacement: 93 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: solid
Carb(s): S&S Super G
Air Cleaner: OTB

TRANSMISSION

Year/make: 1974 Harley-Davidson
Modifications: chromed case
Shifting: hand

PAINT

Painter: Jeramie Matnay
Color: Lexus Indigo Blue
Type: graphics–Pork Chop

FRAME

Year/make: 1974 Harley-Davidson
Type: FX
Rake: stock
Stretch: stock
Modifications: hardtailed

ACCESSORIES

Bars: Barnstorm Cycles / Special 79
Handlebar controls: Exile Throttle
Fender(s): 7 Metal West
Headlight: Junk
Taillight: Fab Kevin
Pegs: Biltwell
Electrics: minimal
Gas tank: War Gasser
Oil tank: Mooneyes
Seat: Rich Phillips
Grips: Mooneyes

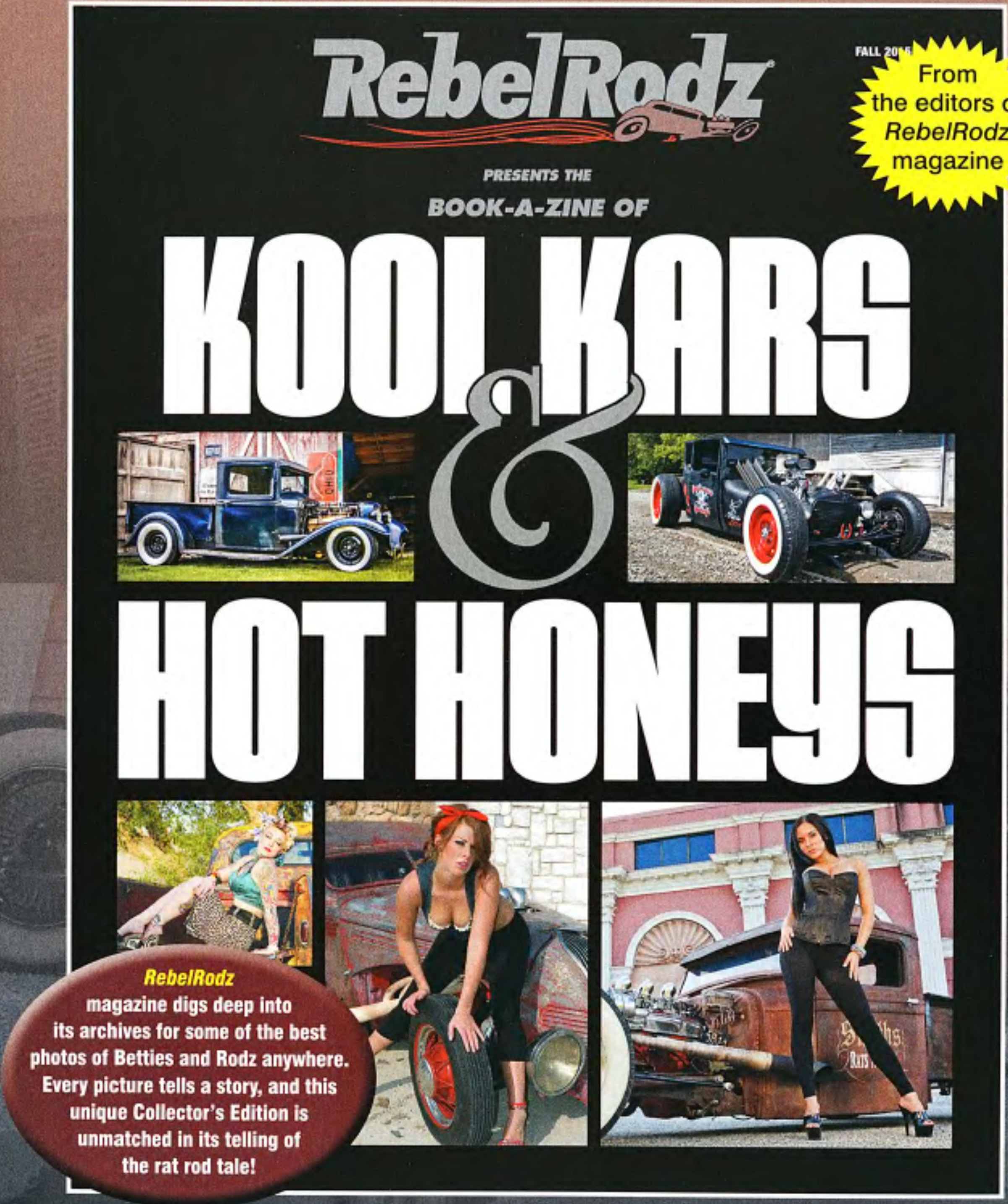
FORKS

Type: 39mm Harley-Davidson
Extension: 3 inches under
Builder: Jr's. Cycle Trees

WHEELS

Size: 21-inch front, 17-inch rear
Hub: spool front
Tires: M&H, Avon
Brake: Dual Wildwoods rear

Photos: Brad Patton
Model: Frankie



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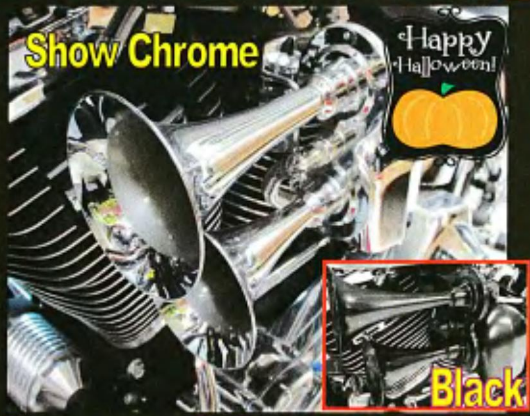

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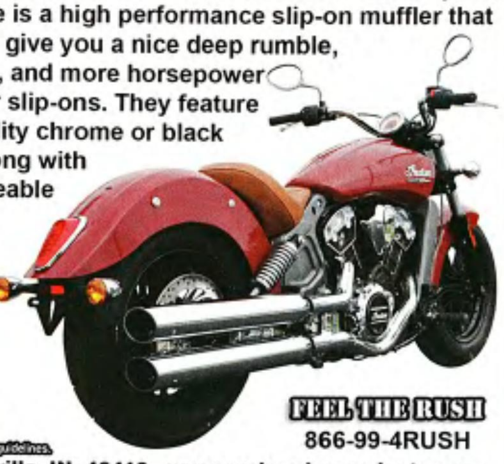

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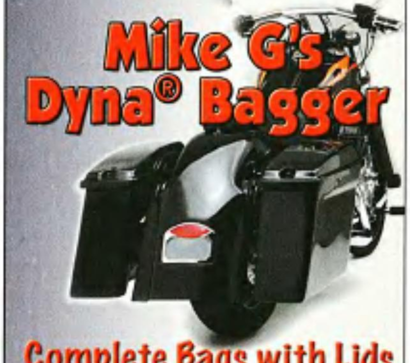

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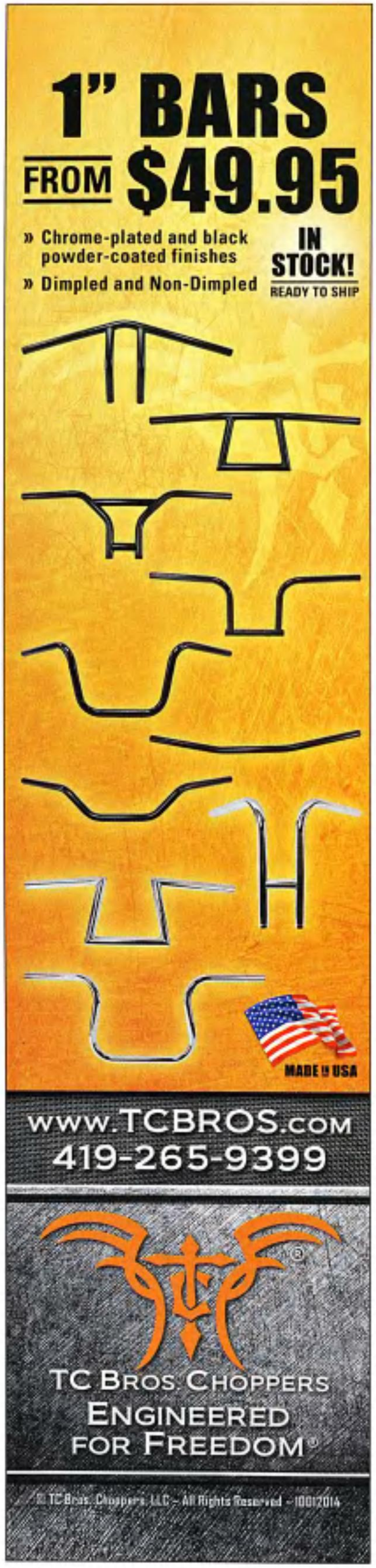
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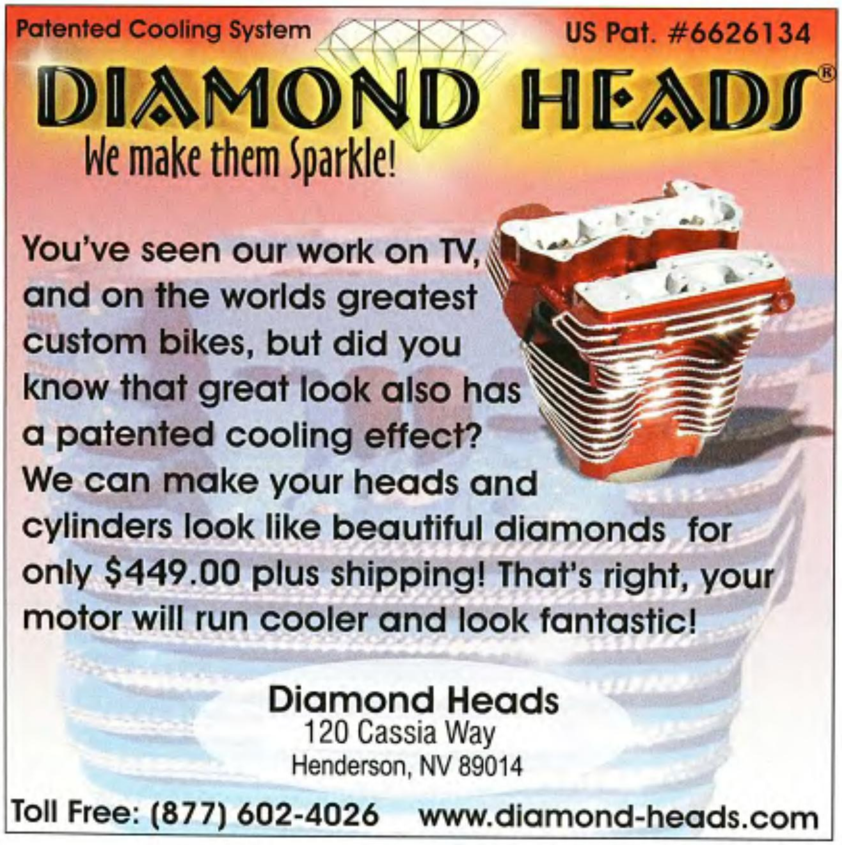
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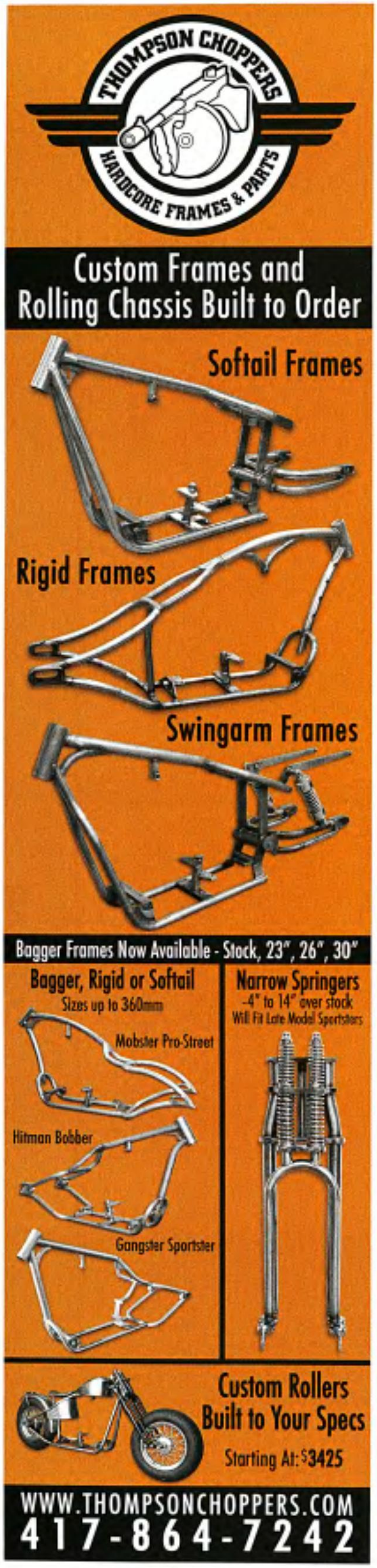
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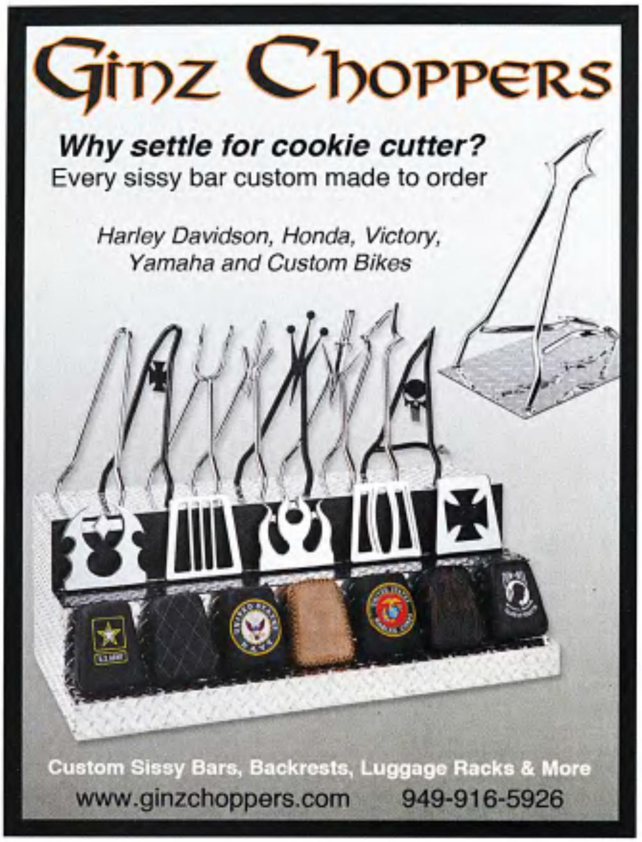
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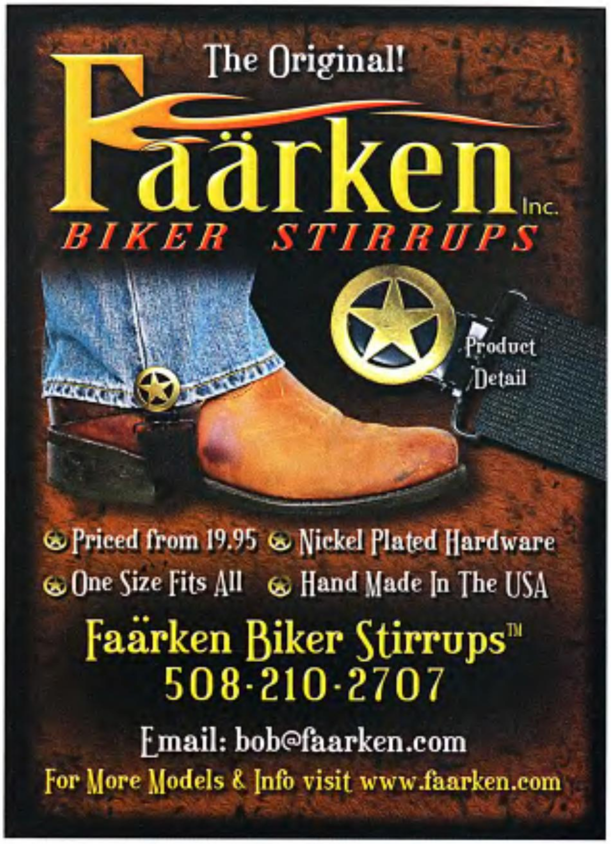
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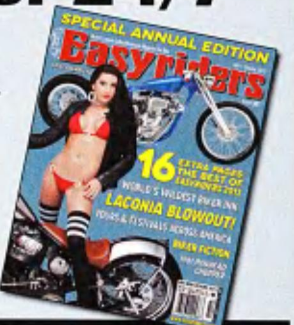

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Derek Pace
Aragon, Georgia
1972 Yamaha

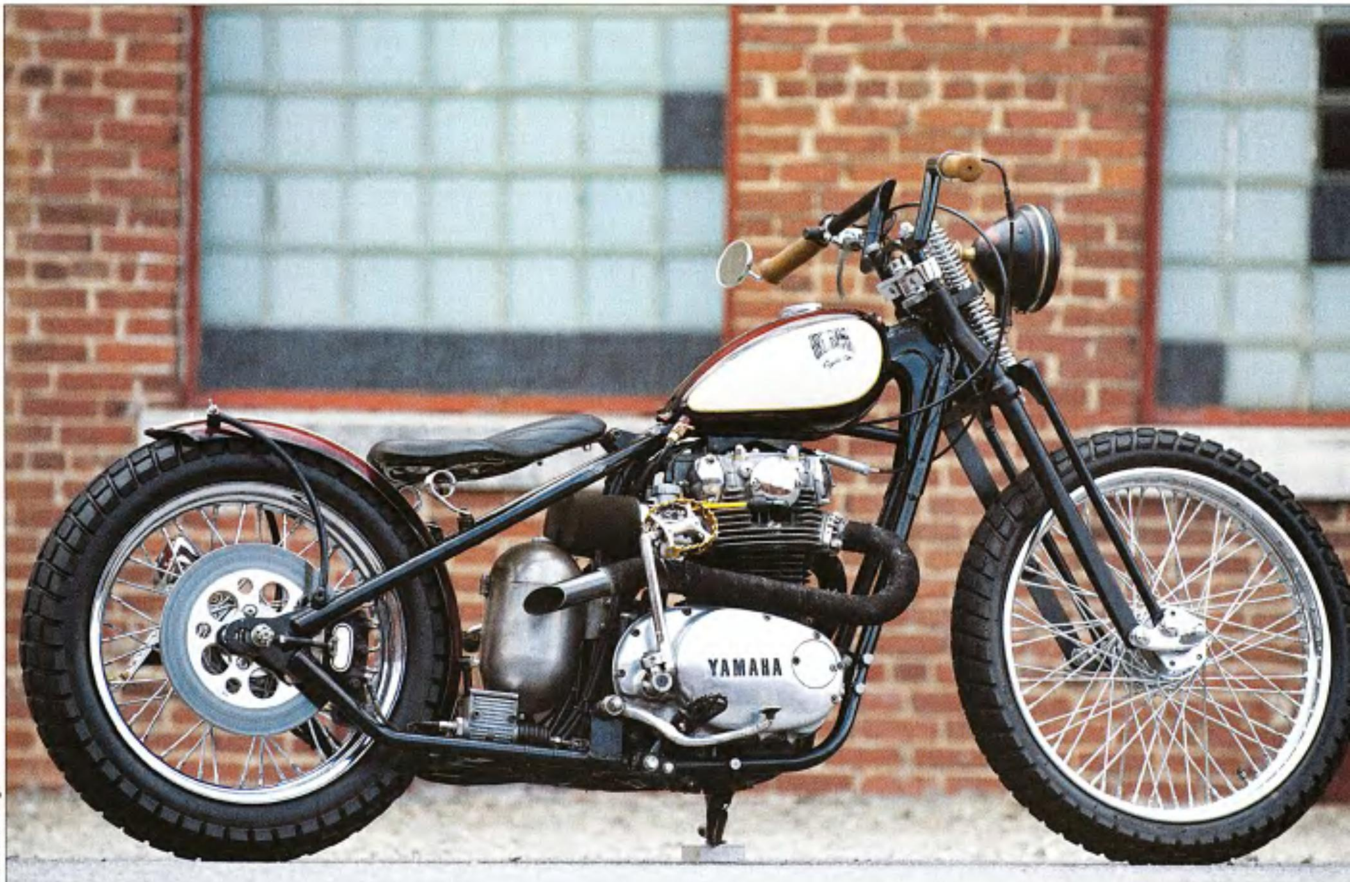
It doesn't happen very often that we show you a metric bike on these pages, but Derek's Yamaha is one of the coolest looking bikes we've laid eyes on recently. It also happens to be Derek's very first attempt at building a bike, so kudos are in order.

Derek says he found the donor bike stuffed in a storage unit near Lexington, Kentucky, via craigslist. "I had an idea what I wanted, but really, the thing just kind of evolved into what it is," he says. "I knew I wanted it low and clean, and I had to start around the high-tunnel Wessel tank that I love on these bikes. From there, I just started picking up pieces off eBay and slowly started the year-and-a-half process. I probably spent as much time sitting and staring at it up on the table as I did actually working on it."

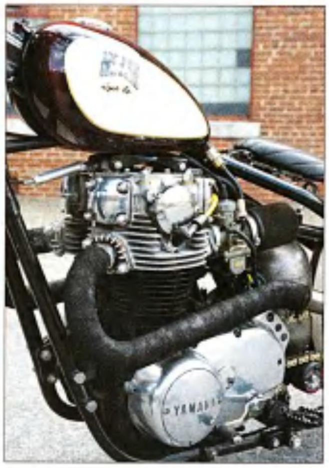
It started with a tail section from TC Bros, followed by a set of Harley wheels, and a 4-inch-under DNA Springer front end. The brake is Harley, the seat is Biltwell, and the rear fender is an old early Ford spare tire cover. "I couldn't find a set of bars I liked to fit the Springer front, so I just bought me a cheap pipe bender and made my own set," Derek adds. "And the headlight may have been a very old spot light; I had to fab it to hold a Sportster sealed beam. The fake oil-tank-slash-electric-box I bought as a kit from Bung King, cut it to size, and welded it up. It originally was turned the other way, but I cut it off and set it vertically and thought it just fit better."

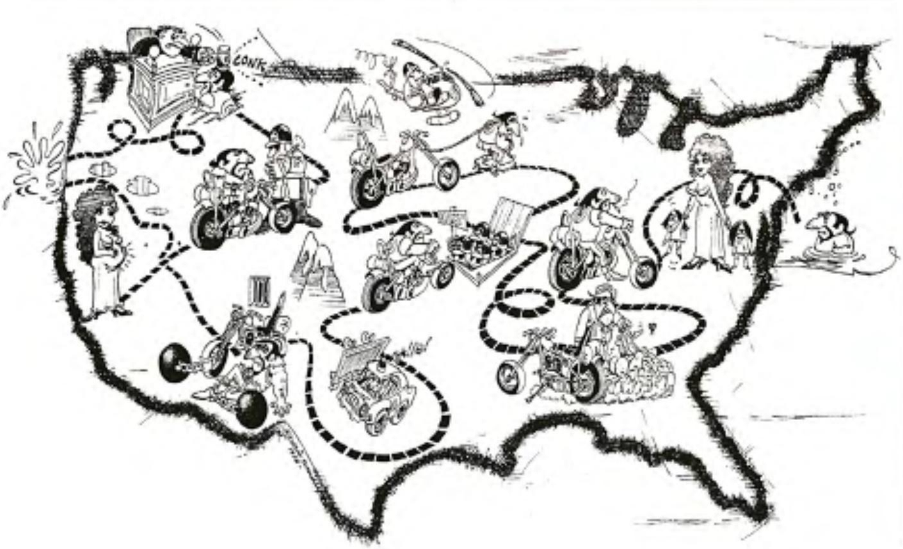
The engine was freshened up and features a Pamco ignition, and to make it run without a battery, Derek changed it to a Magneto system by using a Yamaha RD 350 flywheel and a Honda 600 3-phase stator. It has Mikuni VM34 carbs with some mild head porting, and the pipes were put together from some old header tubing bends from Speedway.

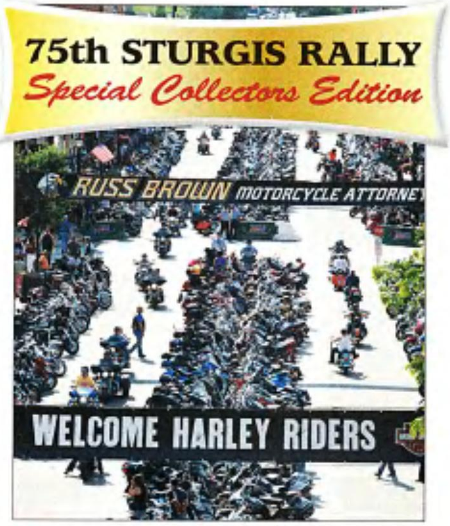
All the little stuff, like bracket, bungs, and control mounts Derek fabbed in his garage using a drill press, welder, and grinders. "I used to do paint and body work, so when it came time to paint it, I wanted to try something new to me," he says. "I called my buddy who had some candy paint and he said to come over and get what I wanted. I just kind of started experimenting from there until I got the look I was after." —*Tripper*



Photos: Don Rogers







The November issue of *Easyriders* (No. 509) is a **Special Collector's Edition of over 150 pages** that pays tribute to the **75th Sturgis Rally,** hot on the heels the ultimate motorcycle run.The entire magazine focuses on the Diamond Anniversary of the Black Hills Classic. All the bike features in this issue were shot in Sturgis and are the winners of our Easyriders Bike Shows at the Easyriders Saloon. Check out hundreds of amazing photos fresh from America's biggest and best biker party, the 75th Sturgis Rally! The November issue of *Easyriders* is a keepsake you will treasure forever!

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